
This is a reproduction of a library book that was digitized by Google as part of an ongoing effort to preserve the information in books and make it universally accessible.

Google™ books

<https://books.google.com>



YALE UNIVERSITY LIBRARY



3 9002 06089 2438



YALE UNIVERSITY
LIBRARY

Bought with the income
of the
WILLIAM C. EGLESTON FUND

This book was digitized by Yale University Library, 2009. You may not reproduce this digitized copy of the book for any purpose other than for scholarship, research, educational, or, in limited quantity, personal use. You may not distribute or provide access to this digitized copy (or modified or partial versions of it) for commercial purposes.



THE COMMERCIAL PORT OF PIRAEUS (SEE P. 201)

I. D. 1221

A H A N D B O O K O F G R E E C E

VOLUME I

THE MAINLAND OF OLD GREECE AND CERTAIN NEIGHBOURING ISLANDS

*Compiled by the Geographical Section of the Naval Intelligence
Division, Naval Staff, Admiralty*

LONDON :

PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE.

To be purchased through any Bookseller or directly from
H.M. STATIONERY OFFICE at the following addresses :

IMPERIAL HOUSE, KINGSWAY, LONDON, W.C. 2, and

28 ABINGDON STREET, LONDON, S.W. 1;

37 PETER STREET, MANCHESTER;

1 ST. ANDREW'S CRESCENT, CARDIFF;

23 FORTH STREET, EDINBURGH;

or from E. PONSONBY, LTD., 116 GRAFTON STREET, DUBLIN.

Price 10s. 6d. net

Printed under the authority of

HIS MAJESTY'S STATIONERY OFFICE

By FREDERICK HALL at the University Press, Oxford.

and its only advantage is that it gives new roads and railways. For the part of the country, however, between Thessaly and the gulf of Corinth it still remains the best map. Thessaly was included in the Austrian General Staff Map of the Balkan Peninsula, 1 : 200,000, but, though an improvement on older efforts, the Thessaly sheets are not more accurate than those of Macedonia. There is a Greek edition of this map issued in 1910-12, but it shows very few improvements.

Only a small part of Greece has been scientifically surveyed: (1) Attica and Salamis, in 35 sheets, 1 : 25,000 (including two sheets of Athens and Piraeus, 1 : 12,500), contoured with 5-metre and 20-metre intervals, 1881-94, by Curtius and Kaupert, under the auspices of the German Archaeological Institute; a single sheet of Attica and Salamis, 1 : 100,000 (not contoured), was issued in 1903. This is a very accurate map; and as there has been but little alteration in roads and railways since 1903, it is still reliable. (2) Part of the Othrys range between Lamía and Phársala, and of southern Thessaly, including Phársala, Velestíno, and Domokó, 5 sheets only issued, 1 : 50,000, 1890, by A. Mavrokordátos. This is contoured with 20-metre intervals. (3) New Greek Staff Map, 8 sheets issued, 1 : 75,000, 1908-10, comprising northern Thessaly from the mouth of the Peneios river to Tríkkala, with the old frontier between Greece and Turkey (7 sheets), and the north-west corner of Euboea. It is contoured with 20-metre intervals. This is a very accurate and beautiful map and very clearly printed. The country on the Turkish side of the old frontier is not given in any detail. In addition, lithographed copies of the preliminary proofs of two sheets of this map have been issued (1912), comprising the districts of Kardítsa and Vólo; while two more sheets on the same scale, based on Mavrokordátos' map, comprising Phársala, Velestíno, and Domokó, and adjoining the other sheets of the 1 : 75,000 map, were issued in 1911. As these four sheets are not coloured, they are not very easy to read, it being often difficult to distinguish, e. g., streams, contour-lines, and moun-

tain paths; but they are very accurate. The whole of Thessaly, with the exception of the extreme western and southern portions, has thus been surveyed.

The defects in the map of Greece have been partly remedied by the German geographer Philippson, who travelled extensively in the Peloponnese, and through the Pindus and Othrys districts, and, without making a complete survey, yet made very considerable additions and corrections to all previous maps. His map of the Peloponnese, 4 sheets, 1:300,000, 1892, and contoured with 100-metre intervals, is much the best map of that part of Greece; and only a few roads and railways have been built since its publication. He also published at the same time a geological map of the Peloponnese, also in 4 sheets, 1:300,000. His two maps of southern Thessaly and the Othrys range and of Epirus and the Pindus range, 1:300,000, 1896, are not contoured, but are the best existing maps of those regions. In the former region the Piræus-Lárisa railway has been built since his map was made. In Epirus and the Pindus district there have been practically no changes made in the way of building roads or railways. Both these maps may be taken as generally accurate. In 1901 Philippson also published a good map of the Cyclades and Northern Sporades islands in the Aegean, 1:300,000, and contoured with 100-metre intervals.

To sum up: taking the country from north to south from the old Turkish frontiers we may give the following as the best maps for each district:

(1) Nearly all Thessaly from Tríkkala to the Aegean: the Greek Staff Map, 1:75,000.

(2) Epirus and the Pindus region as far S. as the gulf of Arta and Karpenési and as far W. as Kardítsa: Philippson, 1:300,000; or the Austrian 1:200,000 (Yanina sheet).

(3) The Othrys region, between Phársala and Lamía, and as far E. as the gulf of Volo: Philippson, 1:300,000; and for a small section, Mavrokordatos, 1:50,000, and the Greek 1:75,000.

(4) Aetolia and Acarnania, Phthiotis-Phocis, Boeotia, and

all Euboea except the north-west corner (that is, all continental Greece S. of a line from the gulf of Arta to the gulf of Lamía, except Attica): the old French 1 : 200,000 or the Austrian 1 : 300,000. The latter is of advantage only in that it marks roads and railways (not always accurately). This is the region where the maps are most defective.

(5) Attica: the German 1 : 25,000 or 1 : 100,000.

(6) Peloponnese: Philippson, 1 : 300,000.

(7) Aegean Islands (except Euboea): Philippson, 1 : 300,000.

In spite of its small scale the 1 : 1,000,000 map in Baedeker's *Greece*, 1909, is very detailed and is compiled from the best available data.

With regard to the changes in the boundaries of the administrative districts of Greece and the consequent inaccuracies of some maps in this respect see note on page 196.

For the system of transliteration of Greek place-names see page 195.

Acknowledgements are due to the Hellenic Society, the Oxford University Press, the publishers of the *Field*, and Messrs. A. Constable & Co., who have kindly lent material for illustrations in this volume.

For some parts of this book no recent detailed information has been available, and the book should be used with caution, and verified by all possible tests. The Admiralty will welcome any additions or corrections.

CONTENTS

CHAP.

I. PHYSICAL GEOGRAPHY.	PAGE
Continental Greece—The Peloponnese	11
II. CLIMATE.	
General character—Temperature—Winds—Humidity—Rain-fall—Snow—Fog and mist—Thunderstorms—Conditions affecting aviation—Tables	35
III. HISTORY OF GREECE FROM 1815.	
Main influences in modern Greek history—Periods of modern Greek history : (a) Preparation for the War of Independence ; (b) War of Independence ; (c) Reign of King Otto ; (d) Reign of King George ; (e) Balkan wars of 1912-13	52
IV. ETHNOLOGY.	
Introduction—Greeks—Albanians—Vlachs—Turks—Other races—National character and aspirations	72
V. SOCIAL CONDITIONS.	
General characteristics—Country life—Town life	86
VI. LANGUAGE.	
Introduction—Pronunciation—Popular language—Purist language	109
VII. CONSTITUTION, GOVERNMENT, AND ADMINISTRATION.	
Constitution—King—Chamber of Deputies—Council of Ministers—Taxation—Administrative divisions—Justice—Prisons—Police	116
VIII. RELIGION AND EDUCATION.	
Orthodox Church—Other Churches and Religions—Education	125
IX. ECONOMIC GEOGRAPHY.	
Introduction—Agriculture—Forests—Minerals—Manufactures	134
X. TRADE AND FINANCE.	
Economic conditions and products—Exports and imports—Mercantile marine—Ports and docks—International control of finance—National finance and debt—Banking—British Legation and consular offices	156

CHAP.	PAGE
XI. AREA, POPULATION, AND COMMUNICATIONS.	
Old Greece : area, population, territorial divisions—New territories : area, population, divisions—Summaries of population—Emigration—Principal towns—Communications	168
XII. MONEY, WEIGHTS AND MEASURES, CALENDAR	175
ITINERARIES.	
Roads and Tracks	179
Railways	636
APPENDIX	728
INDEX	730

LIST OF PLATES

PLATE	
The commercial port of Piræus	<i>frontispiece</i>
I. On the Athens-Thebes road	<i>facing</i> 223
II. Confluence of the Spercheios and Asopus rivers	233
III (a). The Plain of Itéa	261
(b). The Kopais Plain	261
IV. On the Itéa-Delphi road	262
V. The Bridge over the Peneios at Lárissa	264
VI. The Kleisoúra Pass, Aetolia	311
VII. The Bridge of Arta	316
VIII. The Pass between Mts. Chelidóni and Kaliakoúda	355
IX. The Bridge of Manóles	364
X. The Bridge of Tatárna	365
XI. The Corinth Canal	395
XII. Old Corinth and Acro-Corinth	401
XIII. The Acropolis of Argos	403
XIV. The Valley of the Eurotas	445
XV. Pórtó Kálio, with Mainote house	480
XVI. The gorge of the Alpheios	544
XVII. Bridge over the Daviá river near Megalópolis	546
XVIII. Bridge of Karýtaina	552
XIX. Western railway bridge at Kaké Skála	709

LIST OF MAPS

I. The Plains of Thessaly	272
II. Outline Map showing Routes	<i>at end</i>

CHAPTER I

PHYSICAL GEOGRAPHY

Continental Greece—The Peloponnese.

FROM the physical point of view Greece may be regarded as falling into three parts—Continental, Peninsular, and Insular. The following chapter treats only of continental and peninsular Greece, but Euboea and certain other islands, on account of their close associations with the mainland, have been included with continental Greece. The other islands will be treated in a separate volume. The area of the country before the Balkan wars of 1912–13 was estimated at 25,014 square miles.

CONTINENTAL GREECE

In continental Greece several well-marked belts may be distinguished. The main range, which begins in the Shar mountains in Macedonia, is continued towards the south as Mts. Grammós, Pindus, and Veloúchi. To the west and south of it, in Epirus and Aetolia, lies a more varied belt of country where many ranges, which run parallel to the main chain, are separated from one another by river-valleys or long tracts of relatively low, hilly country. To the east, on the other hand, the mountain spine throws off various branches. These either tend to recurve and enclose low basins such as that of Thessaly, or else they mark off from one another various low plains and inlets of the sea.

In the north there is the so-called Cambunian range, which runs roughly from west to east and consists of the Chásia mountains, the mountains of Trikkala, and Olympus. All of these lie on the northern border of the plain of Thessaly. This plain is bordered on the south by the Othrys range, which runs eastward from the Pindus. The plain of Lamía

lies between Mt. Othrys and the south-eastern peninsula, the mountains of which diverge from the southern end of the main Pindus range.

Epirus

In the country which lies west of the main chain and north of the gulf of Arta three important types of landscape may be distinguished. The mountains are of limestone formation, and appear either as gently undulating plateaus, more or less bare and waterless, or as long-stretched-out ridges which seldom possess pronounced summits. Some of these ridges fall steeply on both sides, and when seen in profile have all the appearance of high pinnacles, while others slope much more gently to one side than to the other. All these limestone mountains are bleak and desolate; they are usually covered with rocky débris and are frequently cut up by dry and narrow ravines. The woods, which once covered considerable areas, have been destroyed, and the scanty vegetation consists almost entirely of shrubs and low trees.

The belts of lower land which lie between the limestone ranges are formed of sandstones and schists, and present a very different aspect. They appear as troughs of gently undulating, hilly country traversed by many streams. The hills are mostly covered with a thick bushy vegetation, and where that is wanting its place is taken, during the wet season at least, by green meadows. In the valleys there are often strips of fertile soil which can be cultivated.

Lastly, there are the alluvial plains, which are either high plains lying in the valleys among the hills or delta plains lying on the coast. In some cases the former have been somewhat deeply cut into by the rivers which flow across them, but in others they are swampy and unsuitable for cultivation and settlement. The delta lands, though occasionally marshy, also contain much fertile soil. On the whole it may be said that the plains are the chief centres of human activity in Epirus.

As a result of the alternation of limestone and sandstone

the main features of the country present a general, if roughly expressed, parallelism. In the north of Epirus they run more or less from NW. to SE., but in the interior they gradually bear towards the south and eventually run almost due south. The plains are more irregular in their distribution, but as many of them lie in the valleys of rivers which flow longitudinally in the sandstone belts they do not interrupt but rather accentuate the general parallelism of the structural features.

Pindus Range

The main ranges of the Pindus are separated from the mountains of Epirus by a continuous belt of sandstones and schists which is connected with the Zagóri in the north but attains its greatest development south of the Tsoumérka mountains, where it occupies all the country between the Artinós river and the Pindus proper. Enclosed within it in this latter area there lies, just to the west of the Aspropótamos, a narrow limestone ridge between 25 and 30 miles in length, which reaches in Gávrovo a height of 5,846 ft. Its dark massive walls stand in marked contrast to the lower lands by which it is surrounded. To the east of it the sandstone is much cut up by the Aspropótamos and its tributaries, and forms a confused and somewhat wild hill country. It reaches a height of 4,600 ft. in the north, but is frequently much less; on the whole it forms an area of relative depression between the Pindus proper and the Gávrovo ridge. To the west of the latter, in the region between it and the Artinós, the sandstone is cut up into an irregular confusion of hills and valleys by the tributaries of the Artinós. Farther south the country is somewhat more regular in appearance and several parallel ranges are formed, the most westerly of which falls precipitously to the gulf of Arta. Towards the lake of Agrinion the sandstone belt narrows, but its general character remains the same.

Throughout the whole region which has just been described there are no lofty peaks, but everywhere a more or less con-

fused system of hills. Among them wind the tracks where the soft sandstone finally crumbles into gravel. Travelling is not so fatiguing as in the limestone districts, but is said to be much more monotonous.

The Pindus range begins in the north near the Zygós pass. The route from Tríkkala, which runs up the valley of the Peneios, crosses the pass (alt. 5,413 ft.¹), and goes down the valley of the Metsovítikos (*Handbook of Macedonia*, Routes 14 and 50), marks off fairly well the northern limits of the chain. To the south of the Zygós pass and in the angle formed by two of the main headstreams of the Aspropótamos lies a sandstone region which varies in height from 3,000 to 6,000 ft. It forms on the whole a series of parallel ranges. Their western slope is much steeper than their eastern. Much of the land is forested, but it is on the whole poor and scantily populated. This sandstone region divides the northern part of the Pindus into two wings—an eastern and a western. The western wing lies south of the Metsovítikos and west of the Aspropótamos. Here the longitudinal structure of the land so marked in Epirus can still be observed. In the south-west there is the broad plateau-like mass of Tsoumérka (alt. 7,850 ft.), which falls in steep precipices on the west and south to the sandstone lowlands. Farther to the east and separated from the Tsoumérka by a lower belt of country come the Prosgóli mountains. These are continued to the south-east by the long and narrow Stavρός mountains, the ridge of which is over 6,000 ft. in height. Then follows a lower belt of country, of which Kalarrýtes is the centre. Beyond it lies a whole series of high limestone ranges; the most important are Peristéri, Kakardítsa, and the Aftí. This last ridge for considerable distances maintains a height of over 6,500 ft. Farther south, within the great double bend of the Aspropótamos, are the Alamános mountains, which rise precipitously to a similar height. The western wing of the northern Pindus is bordered on the east by the sandstone region of Kótori and by a long, narrow, and relatively low furrow which runs southward (just

¹ According to another reading, 5,085 ft.

east of the Aspropótamos) as far as the Smigós river. In the eastern wing there are many folded ranges, which in the north have a southerly trend but in the south turn towards the south-east. The whole of this region is high, and many of the summits approach or exceed 6,500 ft. Tríngia in the north is 7,231 ft., while Avgó farther to the south is 7,054 ft.

In the country north of the Smigós river the Pindus forms a wild mountain area, which consists of a number of narrow chains and rises in Karáva to a height of 6,969 ft. It is deeply ravined, but the valleys of the Knísovo and the Smigós open up routes across it (see Routes 50 and 51).

To the south of the Smigós the Pindus is traversed by the Agraphiótikos and the Mégdova, which flow from NNE. to SSW., and the mountain-ranges have a somewhat similar trend. To the west of the Agraphiótikos are the jagged Tsournáta (alt. 7,113 ft.) and the Phtéri (alt. 6,995 ft.), while between it and the Mégdova runs a long limestone range, which reaches a height of 7,067 ft. in the Boutsikáki mountains in the north. East of the Mégdova is Velouchi (alt. 7,595 ft.), the most impressive mountain in the whole of the Pindus range. It falls steeply to the valley of the Karpenesiótikos, which marks the true southern boundary of the Pindus.

Taken as a whole the Pindus range is the wildest and most desolate region in the whole of Greece. The ridges and summits, it is true, are generally rounded in appearance, as the weathered blocks of limestone with which their surfaces are so often covered prevent the formation of sharp peaks and edges. On the other hand, the range is in many places cut up by deep, precipitous valleys in which the wild mountain streams leave little room for the formation of even small plains. Communication across the range is almost always carried on with difficulty, as the routes are usually narrow and often dangerous tracks running along the dizzy slopes above the gorges.

South of the Karpenesiótikos the limestone region is continued to the gulf of Corinth, but on the whole at a somewhat lower elevation. The summits of Káliakouída and Chelidóni,

which are separated from one another by the wild gorge of the Karpenesiótikos, reach heights of 6,903 and 6,496 ft. respectively ; Arapoképhala, to the south of the latter, is 6,322 ft. above sea-level. Farther to the south, however, the summits diminish in height, although the country maintains its wild and rugged aspect.

The Pindus range is bordered on the east, as on the west, by a belt of sandstone. In the north this belt is narrow, but farther to the south, east of the Mégdova, it broadens out into the wild mountain country of Ágrapha and is continued to the gulf of Corinth. It differs from other sandstone regions which have already been described in that it does not form a well-marked area of relative depression. A great part of it is over 3,000 ft. in height, and in places, as in the Oxyá peak, it rises to 6,000 ft. North of the Spercheios it passes in the east into the mountain region of Othrys, while to the south of that river it is bordered by the limestone masses of Kata-vóthra and Vardoúsi, from which the ranges of the south-eastern peninsula diverge.

Eastern Ranges and Basins

From the Pindus several important ranges run in an easterly direction and separate various plains and valleys from one another. To the north of the eastern wing of the Pindus lie the Krátsovo mountains, to the east of which run the so-called Cambunian mountains. These consist of the Chásia mountains, the mountains of Tríkkala, and Olympus, all on the northern border of the plain of Thessaly.

The mountains of Chásia seldom exceed 2,000 ft. in height and form an irregular hill-land rather than a definite mountain range. They consist of schists and sandstones, and in general their surface features are gentle and even monotonous. In the valleys of many of the rivers the slopes are bare and somewhat rugged, but the intervening lands are usually broad, flat, and tolerably level. The more important valleys possess good routes ; communication across the hills is also easy so long as the deep-cut valleys are avoided.

East of Koniskós the land changes entirely in character. The river systems of the Xeriás and Peneios are separated from one another by ranges of ancient rock, which rise in the north out of the lowland of Diskáta to the rounded height of Mítrika. Farther south, beyond the headstreams of the Mourgáni, is the broad summit of Oxyá (alt. 4,500 ft.), which falls on the south to the high-lying plain of the Smoliótikos. Between the valley of this river and the plain of Thessaly are the heights of Závrocho in the east and the broad plateau-like mass of Ardamon in the west. The whole of this mountain system presents few rugged features; it is easily traversed, and has an abundant water-supply.

Olympus, the most imposing mountain in the north of Greece, is connected by comparatively low ranges with the region which has just been described. It lies between the Mavronéri and the lower valley of the Peneios, and rises from the Aegean coast to a height of 9,794 ft. The mountain is of massive appearance, and in many places rises by tremendous precipices broken by wild ravines. The lower slopes are as a rule densely wooded, but the summit is of naked rock. The Peneios (Salamvriá) finds its way from the plain of Thessaly to the sea by the Vale of Tempe, which separates Olympus from Mt. Ossa to the south. This defile, which opens up an important route from Thessaly to the coast, is about five and a half miles long; on either side of the river the cliffs rise to considerable heights, more especially on the south, where they are over 1,500 ft.

Mt. Ossa forms the northern part of the Pélion range, which extends southward into the peninsula of Magnesia and shuts in the plain of Thessaly on the east. To the north of the Mavronéri, on the other hand, the Pierian mountains run to the southern margin of the Vardar and Vistrítsa valleys.

Plain of Thessaly

South of the Chásia mountains lies the plain of Thessaly. Although it is the most extensive level district of Greece, it does not present an unbroken surface, but is divided into two

parts by a long spur of low cultivated hills which run south-eastward from the Chásia mountains. The upper part is the plain of Trikkala, which lies to the west of this spur. The Trikkala plain is the larger, and is drained by the Peneios and those of its tributaries which flow from the south. The lower part, or plain of Lárissa, reaches eastward to the foot of Mt. Ossa and Mt. Pelion. Its general level is below that of the Peneios, and streams coming from Pelion and the low hills in the south-west flow into Lake Kárla at its south-eastern end; while at certain seasons of the year the Peneios also overflows and sends some of its waters in the same direction. The plains, taken as a whole, form an irregular square, the sides of which are almost 60 miles in length. They are covered with an almost horizontal floor of fertile loam, from which the surrounding mountains rise steeply on all sides. The small plain of Halmyró lies W. of the gulf of Vólo. (See map facing p. 272.)

Othrys Mountains

The plain of Thessaly is bordered on the south by the Othrys ranges, which run eastward from the Pindus. In the west there are two ranges—a northern and a southern—which are separated from one another by the high plain of Daouklí and the valley of the Tsanarlés. From the southern range, along which runs the chief watershed, streams flow northward to the Peneios and southward to the Spercheios. The outline of the mountains is on the whole gentle, though they are much cut up by numerous transverse valleys which are covered with maquis and oak-trees. The chief route across them is that which leads from Lamía in the south, by the pass of Phoúrka, (alt. 2,625 ft.), to Domokó in the plain of Daouklí (Route 22). This plain, which is of alluvial formation, is flat in the west, but in the east passes into more hilly land drained by numerous tributaries of the Tsanarlés. The range which borders it on the north rises in Xerovoúni to 3,222 ft., and is an imposing height when seen from the Thessalian plain. To the north-west of Domokó the Kassidiáris rise to a height of 3,773 ft.

The eastern part of the Othrys, which forms an almost

rectangular mountain mass, is higher and more rugged than the western part. The streams flowing from it have a gentle slope in the uplands, but become steeper as they approach the lowlands; the intervening lands change in a corresponding manner.

Plain of Lamía

To the south of the western part of the Othrys lies the fertile valley of Lamía, which is watered by the Spercheios. The plain, which has been formed by the alluvium deposited by the river, is continued along the southern shore of the Euripus.

South-eastern Peninsula

The ranges of the south-eastern peninsula diverge from the limestone masses of Katavóthra and Vardoúsi, which lie on the margin of the main mountain system of continental Greece (see p. 16). The southern and more important range rises in Vardoúsi (alt. 8,186 ft.), and is continued by Kióna (alt. 8,242 ft.), Mt. Liákoura or Parnassus (alt. 8,070 ft.), and Palió Vounó or Helicon (alt. 5,738 ft.) to the gulf of Corinth. These mountains, which are among the most striking in Greece, are generally steep and are much cut up by deep ravines and the beds of impetuous rivers. To the north of Helicon lie the plains of Boeotia, which are divided into two parts—an eastern and a western. The western, which is the more important, lies in the valley of the Cephissus or Mavroneró, and in the vicinity of that river forms an alluvial flat several miles broad. Much of the soil is fertile, and it is generally well cultivated. The Mavroneró has no surface outlet to the sea, and its waters were wont to collect in Lake Kopaïs, which drained into subterranean channels or *katavóthres*. In 1894, however, the work of reclaiming the lake was completed, and its waters are now conveyed to the sea by a series of canals and tunnels. Only a small portion of the waters of the Kopaïs is now taken by the *katavóthres*. The area once covered by the swampy lake may be described as a rectangle eight miles broad from north to south by fifteen miles long from north-west to south-east,

with bays running out from it into the mountains on all sides. Since its reclamation the land which formerly lay under water has been devoted to agriculture.

The eastern part of the Boeotian plains consists of the lowlands bordering the Vouriéni and the Kanavári. These lowlands extend across the peninsula from the gulf of Corinth to the Euripus. To the south of them lies another range of hills. It begins in the west with Mt. Elatiás ('Fir-mountain', so called from the forests of fir which cover it), the ancient Cithaeron (alt. 4,626 ft.). The high road from Athens to Thebes crosses Elatiás by the pass of Gyphtókastro and descends into Boeotia to the east of the village of Kriekoúki (Route 7). To the east of Cithaeron lies Ozeá, the ancient Parnes (4,635 ft.). It is the loftiest and most extensive of all the Attic ranges, and forms a maze of glens, rocks, precipices, and wooded heights. On the north-east it sends its spurs down to the Euripus, not in an unbroken chain but in a series of isolated heights divided by glens and valleys of varying width. These spurs form the northern boundary of the plain of Marathon, while the slopes of Pentelicus limit it on the south and south-west. The plain itself is a crescent-shaped stretch of flat land curving round the shore of the bay and bounded by mountains with bare rocky sides which rise abruptly from it. A narrow strip of land between an easterly outlier of Pentelicus and the sea provides a way for the only carriage-road between Marathon and Athens (see Route 4). Mt. Pentelicus, whose pyramid-like summit rises to a height of 3,635 ft. about ten miles from Athens, is part of a range running for a distance of four and a half miles from NW. to SE. To the south-west lies Mt. Hymettus—the flat-topped mountain-range (alt. over 3,000 ft.) which bounds the plain of Athens like a wall on the east. It is divided from Mt. Pentelicus by a valley about three miles broad, and it extends southward nearly in a straight line till it ends in the sea at Cape Zostéra. The only convenient road from Athens to eastern Attica is through the valley at the northern end of this long mountain wall (Routes 4 and 6).

The mountains of Pentelicus and Hymettus cut off the south-eastern extremity of the Attic peninsula, a region which in the main consists of a well-marked and isolated group of low rugged hills. Of these the most important are the hills of Lávrion, which extend from north to south for a distance of about eleven miles. Mining, which was once of considerable importance in this region, has been resumed.

To the west of Hymettus lies the valley of the Attic Cephissus, the alluvial soils of which form the plain of Athens. It is separated from the Thriasian plain farther to the west by Mt. Skaramangá, a chain of bare and barren hills. The railway from Athens to the Peloponnese makes its way round the northern end of this range, but the carriage-road to Eleusis crosses it by the low pass of Daphní.

Euboea

The island of Euboea, which lies off the coast of the south-east peninsula of the mainland of Greece, runs from north-west to south-east. Its length is about 100 miles and its greatest breadth (between Chalcis and Cape Koúmi) about 30 miles. It falls into three fairly well-marked divisions, a northern, a central, and a southern.

The northern region is on the whole lower than the others, and there are few well-defined mountain-ranges. A confused mass of hills between 1,500 and 2,000 ft. in height, interspersed by fertile valleys, is the characteristic feature of the topography. The hills are generally covered with forests, except for a few limestone masses, such as Xéron Óros, which rise to a somewhat greater height. Among the more important plains is that of Xerochóri, which lies in the north-west at the mouth of the Xeriás.

In the central region, where the island attains its greatest breadth and approaches most closely to the mainland, there are several well-defined ranges. Along the west coast run the mountains of Kandíli, which are interrupted in the south by the plain of Psachná but rise again in the Drakospelió and terminate in the elongated mass of Olympus. Farther east,

in the centre of the region, the most important ranges include the Delph, the Xéro Voúni, and the Skotiní mountains. East of them the country is lower, but contains many wild and picturesque districts. Between the mountains of Delph and the Drakospelió lies the basin of Gídes—a great level plain about 700 ft. above sea-level.

The southern region lies south of a line drawn from the town of Alivéri to Cape Ochtoniá. In the north the topography is confused, and there are no well-defined mountain-ranges. South of Stouúra, however, the hills and valleys usually run at right angles to the general trend of the island. In this region the vegetation is scanty, and, except on the plains at the mouths of some of the rivers, the country presents a scene of desolation.

Isthmus of Corinth

The isthmus of Corinth forms a narrow land-bridge connecting Attica with the Peloponnese. It may be divided into three parts. A minor mountain-range begins in the east near the town of Mégara and runs westward to Cape Hágios Nikólaos in the peninsula of Perachóra. To the north-east lies a lower plateau-like stretch of country, which may be called the isthmus of Mégara, while to the south-west is the still lower plain of Corinth.

The isthmus of Mégara in its central part forms a plateau with an average height of 1,400 to 1,600 ft. The slope to the north is short and steep and is cut up by many gullies, the walls of which are bare but often beautifully coloured. The district is unsuited for cultivation, and only here and there is there a clump of Aleppo pines. To the south-east the slope is much less abrupt, and the land falls away gently from the plateau to the plains which surround the town of Mégara. These plains are fertile and are generally well cultivated.

The Geraneia range forms a considerable barrier to communication, and in the south-east the coastal route from Mégara to Corinth has to utilize the pass of Kaké Skála. In the north,

where the range falls steeply to the bay of Livadóstro, its slopes are deeply ravined; in the south-east, on the other hand, it descends by terraces to the plain of Corinth. The western division of the range embraces the peninsula of Perachóra, which is a broad undulating hill country, the chief heights of which run from east to west.

The plain of Corinth is generally below 300 ft. in height, though in places it is somewhat higher. To the east of the canal the land descends in terraces from the Geraneaia range, and south-west of the canal it rises in a similar manner to the slopes of Óneia and Acro-Corinth.

THE PELOPONNESE

The greater part of the Peloponnese or Morea is mountainous, and it is difficult to convey a general idea of the country. The central part consists of what may be called the Arcadian mountain system. This region is bounded on the east by the gulf of Nauplia and the plain of Argos, and on the west, somewhat roughly, by the north to south reach of the Ladon (Rouphiás), the Alpheios (Karytaina), and the basin of Megalópolis. The basins of Phlius, Stymphalus, Phoniá, and the upper reaches of the Ladon indicate its northern limits; a line of lowlands marked by the valley of the Achladókampos, the plain of Tripolitsá, and the basins of Phrankóvrysis and Megalópolis bound it on the south.

To this central region the other parts of the Peloponnese are more or less closely attached. East of the plain of Argos and the gulf of Nauplia lies the mountainous peninsula of Argolis, which rises from the plain of Corinth in the north and runs in a south-easterly direction to its termination in Cape Aimilianós. The eastern range of the Arcadian system is continued southward by the Parnon mountains to Cape Malea. To the west of them lie the valley of the Eurotas (Íri) and the gulf of Laconia, beyond which rise the Taygetus range and its continuation, the Maina peninsula, ending in Cape Matapan.

To the north of the Arcadian system, and separated from it by the depressions already mentioned, lie other mountains, of which Mt. Zíria and Mt. Chelmós are among the more important. To the north-west of the latter Mt. Voidiás rises in the angle between the gulfs of Corinth and Patras, while farther to the south, and west of Mt. Chelmós, are the mountains of Kallíphonoi and Olonós. The greater part of the country surrounding these mountains and lying between them and the sea consists of an undulating hill-land with occasional plains in the neighbourhood of the coast.

From Mt. Olonós the land slopes away westward across a broad plateau to a fairly wide coastal plain. To the south it likewise falls to the valley of the Alpheios. South of the Alpheios and west of the basin of Megalópolis are the mountains of Andrítsaina. These descend in the south to a lowland region which, with the plain of Messenia in the east, cut off the mountains of Kyparissía and the south-western peninsula of the Peloponnese.

Arcadian Mountains

Several distinct regions may be recognized in this area. The eastern border range runs in a south-easterly direction from the basin of Phoniá to the lowlands south of Achladókampo. On the east it falls away to the plain of Argos, while on the west it is bordered by the high plain of Tripolitsá. The range, however, is not continuous throughout its whole course. Its northern part runs almost due north and south, reaching a height of 6,332 ft. in Mt. Skípeza in the north, and 5,760 ft. in Mt. Armeniá in the south. To the north-east of the latter peak a new and on the whole somewhat lower range begins and runs south-south-east to the lowlands at Achladókampo. It may be crossed in the north by the pass of Pórtēs and in the centre by the pass of Skáles. The northern range is bordered on the east by a complicated hill country which in places rises to considerable heights. The eastern foreland of the southern range, on the other hand,

forms a plateau which has been cut up into ridges by the main streams and tributaries of the Panítsa and the Xeriás.

Much of the limestone of which this range consists is very permeable to water, and the rivers run only in the wet season. The mountain-slopes are either bare or at the best covered with a scanty vegetation.

The plain of Tripolitsá lies to the west of the mountain-range which has just been described. Its average height is about 2,000 ft., but it slopes almost imperceptibly towards the north. The northern part of the plain is a monotonous flat, but the southern part is somewhat more undulating and diversified in appearance. The region is dry as it is sheltered from rain-bearing winds; it is completely shut in, and the rivers disappear into *katavothres* at the foot of the limestone mountains. It is very cold in winter and very hot in summer.

The Maenalus range lies between the plain of Tripolitsá and the river Daviá or Helisson. Its general appearance is that of a high plateau which falls steeply on the north and east, more gently on the west and south. In the northern section the highest summit is Hágios Elías (alt. 6,500 ft.). To the south of it a pass leads from Kápsia to Alonístaina. Beyond this pass the land again rises to the broad ridge on which the highest point is about 6,400 ft. above sea-level. The range has a much better vegetation than the eastern range already described.

The central Arcadian mountains lie between the Daviá on the east and the Demetsána river and the basin of Megalópolis on the west. In the north their plateau-like surface, which has an average elevation of between 4,600 and 5,000 ft., is marked neither by high summits nor deep valleys. Farther to the south the range is lower and more irregular in formation, and is thickly wooded. It is separated from the Maenalus by a long narrow strip of sandstone rocks which form a gently undulating, hilly country. Here the Daviá cuts out a broad fruitful valley before it turns south-west to break through the central chain.

Mountains of Langádia

To the west of the central range, and bounded by the Ladon and the Alpheios rivers, lies the mountainous area of Langádia. Geographically it forms a transition zone between the high main ranges of the Arcadian system to the east and the lowland of Elis to the west. Apart from the deep valleys of the rivers by which it is traversed the region presents no sharp difference in level, and its surface consists of widespread plateaus of bare limestone with unimportant heights or long-stretched-out, undulating ridges. The most remarkable features of the region are the deep ravines in which such rivers as the Ladon, the Alpheios, and the Demetsána flow. The limestone of which this mountain area consists offers little soil, the vegetation is scanty, and the general aspect of the country is barren and deserted.

Plain of Argos

Between the mountain system of Arcadia and the peninsula of Argolis lies the plain of Argos. It is of alluvial formation, but varies in fertility from one part to another. The outer edge slopes gently inward from about 250 ft. above sea-level to about 80 ft. It is covered by débris carried down from the mountains, and is accordingly somewhat more arid than the centre of the plain which is almost quite horizontal. The third region consists of a belt of marshes and lagoons fringing the coast. The plain of Argos lies in the rain-shadow of the western mountains and is one of the driest parts of Greece. A number of rivers flow across it, but with one or two exceptions all lose themselves before they reach the sea. The Kephálári (Erasinus) alone is a permanent stream, the others carrying water only during and for some time after the rainy season. To obtain water therefore it is generally necessary to sink wells.

Peninsula of Argolis

This mountain region is bounded on the landward side by the plain of Argos, the river Longopótamos, and the plain of

Corinth. On its northern margin it forms an undulating, hilly country in which the rocks consist mainly of sandstones and marls. A little to the south of these an important limestone region develops and spreads out towards the south-east. This mountain mass falls steeply on all sides and in general presents the appearance of a high table-land, except where it is cut up by the valleys of deep-flowing rivers. Vegetation is of the scantiest description, and consists at the best of small oak bushes and grey phrygana shrub.

A furrow, which nowhere exceeds 1,000 ft. in height, runs across the peninsula from the vicinity of Nauplia, by way of Ligourió, to Epídavro. Beyond it rises another limestone region of a somewhat different character. It consists of a series of ranges which are more or less transverse to the general trend of the peninsula. These ranges are separated from one another by fairly large valleys, the rivers of which flow into the gulf of Nauplia, where they have in some cases built up coastal plains.

Farther to the south another furrow cuts across the peninsula, which now divides into two parts, an eastern and a southern. In the former the Áderes range falls in the north to a low plain, to which is attached the volcanic peninsula of Méthana (alt. 2,431 ft.), and in the south to a narrow coastal plain. The southern projection of the peninsula is hilly in the centre, but falls away on all sides to the low country which borders the coast. On the schists of the central region, and on the sandstones of the coastal region, the vegetation is more abundant than it is on the limestone.

Parnon (Malevó) Mountains

This system constitutes the continuation of the easterly range of the Arcadian mountains south of the lowland of Achladókampo. It runs south-south-east and terminates in the peninsula between the Aegean Sea and the gulf of Marathonési. Several distinct belts may be recognized. The eastern foreland of the Parnon forms the high plateau of Kynouría, which is broad in the north but narrows towards

the south and ends not far from Cape Hiéraka. Its height is generally between 1,500 and 3,000 ft., though in a few places it is much higher. Over wide areas its surface is gently undulating, but in places, more especially in the north, it has been deeply incised by rivers flowing from the Malevó which have cut ravines, hundreds of feet deep, with almost perpendicular walls.

The Parnon range proper forms the second belt. In the north it is fairly high and rises to 6,354 ft. Farther south it breaks up into a number of irregular parallel ridges between 3,000 and 4,000 ft. in height. They reach the coast in somewhat steep cliffs south of Cape Hiéraka.

The third belt is the westerly foreland of the Malevó, which overlooks the valley of the Eurotas (Íri). It is an undulating but somewhat hilly country which is broad in the north but gradually narrows towards the south. Its general appearance is that of a somewhat bare and desolate limestone plateau. The eastern peninsula which ends in Cape Malea may be regarded as a continuation of this foreland, though it is practically cut off from it by a series of lowlands, of which the plain of Moláoi (Leuce) is the most important. This peninsula is lower than the foreland of which it forms part, except in the south, where it rises to considerable heights. It is bordered, especially round the bay of Vátika, by low-lying plains.

Throughout the greater part of the whole Parnon region water is very scarce, and east of the Eurotas no river contains water at all seasons of the year. Where schists or sandstones appear there are many freely flowing springs which dry up only, if at all, in the height of summer. In the limestone districts, on the other hand, which include the greater part of the region, the inhabitants and their cattle are forced to depend on cistern water. The plain of Moláoi, which is of alluvial formation in the north-east, but consists of sandstones and marls in the south-west, is almost entirely waterless. The lowlands round the plains of Vátika are also arid and barren, as the rainfall rapidly percolates through the red sands of which they are composed.

Valley of the Eurotas (Íri)

This valley, which lies between the Parnon and the Taygetus, is narrow in the north, but gradually broadens out towards the south-east so that it has on the whole a triangular form. The hilly country lying round Lykovoúno tends to divide it into two parts. To the north is the fertile alluvial plain of Sparta, while to the south is the plain of Hélos, which in the vicinity of the coast is very swampy, but farther inland contains some good fertile soil.

Taijgetus Mountain

The Taygetus, which lies west of the Eurotas valley, is not only the highest but one of the most inaccessible of all the mountains of the Peloponnese. It stretches without a break for a distance of about 70 miles. Several well-marked divisions may be recognized. The section north of the valleys of the Nedon and Langáda is lower than the others, and forms a broad, complex hill-land which falls steeply to the valley of the Eurotas in the east, more gently to the plains of Messenia in the west. The central part, as far south as the valleys of the Kardamýle and of Xerókampo, is a long-drawn-out jagged ridge which falls away on either side to a more plateau-like type of country. From whatever side it is viewed it presents an impressive sight, and rises in the unusually tapering summit of Mount Hágios Elías to a height of 7,904 ft. The southern section extends as far south as the lowlands which lie between Karyoúpolis and Areoúpolis. It is lower than the central range and is much more irregular in form, presenting on the whole the appearance of a broad and vague mountain land whose separate summits are difficult to distinguish. Lastly, there is the peninsula of Maina, which ends in Cape Matapan. It is a wild and savage country, consisting of four more or less isolated mountain masses which fall in cliffs to the east and by a broad terrace to the west.

Mountains of Achaia

In the north-east of the Peloponnese, between the Longopótamos and the Hágios Geórgios, lies a relatively low hill country. It falls somewhat steeply towards the north-east, where it leaves space for a low coastal plain.

Farther to the west, between the Hágios Geórgios and the Kalávryta, the country becomes more mountainous, and there are several important ranges. Mt. Zíria (Cyllene), which lies to the north of the basin of Stymphalus, is the second-highest mountain in the Peloponnese. Its base forms a circle over five miles in diameter, and it rises regularly on all sides except on the north-east, where it is cut by the deep valley of the Trikkalítikos into two ridges, an eastern (alt. 6,938 ft.) and a western (alt. 7,788 ft.). Both ridges fall steeply towards the plateau of Zíria in the north and north-west. This plateau, through which the Trikkalítikos flows in a deep valley, has an average height of about 5,000 ft., but falls away in terraces towards the coast. Zíria is bordered on the south by the lake and long narrow alluvial plain of Stymphalus, and on the west by the lake and plain of Phoniá.

To the west of Zíria lies Mt. Chelmós, which in some respects resembles it, although it is less regular in form and is connected to a greater extent with the surrounding mountains. In the north-east its broad summit is deeply cut into by the headstreams of the Styx, so that from the north the mountain appears to have two summits. The valley of the Styx is wild and savage, and the river itself has a precipitous course. To the north of Mt. Chelmós the land, though lower, is mountainous almost to the coast. Mts. Zíria and Chelmós both consist of limestone, but the hills intervening between them and the sea are of conglomerate and are less barren than the upper slopes of the mountains.

West of the Kalávryta and east of the Kamenítsa river lies another mountain region, which separates the gulf of Patras from the gulf of Corinth. In it the chief range is the Voïdiás, whose broad and relatively flat summit rises in the west to

height of 6,552 ft. From its eastern wing the Agriókampos, a limestone ridge of which the chief heights are Mt. Barbás, Mt. Ptéri, and Mt. Rouísiko, runs eastward to the Kalávryta. This ridge is deeply cut into by the Vostítsa river : the valley of this river lies between Mt. Barbás and Mt. Ptéri. The whole of the limestone area of Voïdiás is flanked towards the gulfs of Corinth and Patras by a hill region of sandstone and marls, which sinks in some places directly to the sea, but in others is separated from it by narrow coastal plains. Of the latter the most important are those of Aígion, Mourlá, Rhion, and Patras. They are connected with one another by low coastal passes, and in places are crossed by streams flowing from the mountains ; their broad beds are rushing torrents in the winter, but are dry or almost dry in summer. Much of Mt. Voïdiás itself is covered by a very dense forest of oaks and firs, the sandstone districts round the coast are sandy and have but a scanty vegetation ; the coastal plains are fertile and well cultivated.

South of Mt. Voïdiás and west of Mt. Chelmós lies another mountain system, of which the most important feature is the Olonós range. This range has a general trend from north-east to south-west, but towards its northern end, where it reaches its greatest height (7,293 ft.), it expands to the north-west and south-east. On the north-west it falls steeply to the much lower hill country of Voundoúkla. Towards the east, on the other hand, there are several parallel ranges with the same general trend as Olonós. Of these the most important are the Kallíphonoi mountains. Between them and Mt. Chelmós lies a hill-land which has the general character of an undulating plateau much cut up by rivers. This region falls on the south to the deep valley of the Ladon.

Western Foreland of Olonós

This region lies between the Kamenítsa and Gastoúni (Peneios) rivers. In the main it is a land of gentle sandstone and marl hills, which do not exceed 1,500 ft. in height, and fall on the north and west to a fairly broad coastal plain. The

most prominent feature in the region is the narrow limestone ridge of Santaméri, which runs from north to south with a long-drawn-out jagged crest. The greater part of the plain consists of loam, but it is bordered on the west by a narrow belt of moving sands which forms dunes generally parallel to the coast.

Country between the Gastoúni and the Alpheios

This region consists of a table-land in the east, hilly country in the centre, and a plain in the west. The table-land falls away from the southern foot of Mt. Olonós in a series of terraces towards the valley of the Alpheios. These terraces, the highest of which takes the name of Kapéllis, are bordered on the east by the valley of Ladon, which is deeply cut into the land, and they are traversed from north to south by the Doána river, in a cañon-like valley over 1,500 ft. deep. On the west also rivers have cut deep valleys into the terrace-like slope of the table-land.

West of the table-land lies an unusually wild and confused, but low, hill-land. Its chief range runs from west to east and separates the basins of the Gastoúni and lower Alpheios rivers. From it various other low ranges break off in different directions, one of which runs towards the peninsula of Katákolo in the south-west and almost divides the coastal plain into two parts, the plain of Gastoúni in the north and the plain of Pýrgos in the south. The latter is bordered by the Mouria lagoon.

Mountains of Andrítsaina

South of the Alpheios a hilly sandstone country leads up to the limestone mountains of Andrítsaina. These are a continuation of the mountains of Langádia and are divided longitudinally by the deeply cut valley of the Bouzi. The northern part forms a ridge which runs ESE. to WNW. It begins in the east with the heights of Diaphórti (alt. 4,658 ft.), sinks south of the town of Andrítsaina, but rises again in Paliókastro to 4,318 ft. After another gap comes Vinóuka

(alt. 4,009 ft.), to the north-west of which lies the detached rocky mass of Kaiápha, reaching almost to the coast.

From the Diaphórti a narrow ridge runs southward and connects with the Tetrági (alt. 4,491 ft.), which marks the beginning of the southern range. It also runs in an easterly direction, but is lower than the northern one. West of Mt. Hágios Elías (alt. 3,625 ft.) it becomes an irregular hill-land and gradually descends towards the coast, along which there is a low alluvial plain.

West Messenian Mountain and Hill-land

South of the Andrítsaina the land falls to a lowland area, part of which is occupied by the alluvial basin of Kókla. Beyond it lies the West Messenian mountain and hill-land. The northern part of this region centres round the irregular heart-shaped mountain system of Kyparissía, which consists of a number of parallel ranges with a general trend NNW. to SSE. The highest of these ranges is the most westerly; it contains the summits of Psychró (alt. 3,658 ft.), Varvára (alt. 4,002 ft.), and Hágia (alt. 3,497 ft.). To the west of this range the land falls steeply to a broad terrace called Kámpo, which falls in narrow terraces to the coastal plain. To the south-east of the Kyparissía mountains there is likewise a low table-land of sandstone and marl, which falls away gradually towards the Pirnátsa and the gulf of Messenia.

South of the line connecting Petalídi with the bay of Navarino lies the peninsular part of the region, which extends to Cape Gallo. In the north is the limestone mass of Lykódemo (alt. 3,140 ft.), which falls steeply to the sea in the east, but more gently in the west. The remainder of the peninsula is occupied by broken hilly country and narrow coastal plains.

The region is on the whole well supplied with water. Many small streams, even in the limestone area, run throughout the whole year, and a row of springs along the western foot of the Kyparissía range provides the western districts with a plentiful supply of water.

Plains of the Pirnátsa (Pamísus)

These plains lie between the mountains of Kyparissía in the west and the Taÿgetus in the east. The upper plain, the Stenyclarium plain of classical times, is separated from the lower plain of Macaria by a sandstone range which lies south of Meligalá. The Stenyclarium plain lies at a height of about 200 ft. above sea-level and consists of an almost level floor of alluvium. The drainage system is but imperfectly developed, and in the rainy season part of the plain becomes a marsh. The hills by which it is surrounded rise directly from it on all sides.

The lower plain consists of a long and very fertile belt of alluvium along the Pirnátsa. On either side it is bordered by low sandstone hills. This plain opens out to the sea, but along the coast it is fringed by marshes.

CHAPTER II

CLIMATE

General character—Temperature—Winds—Humidity—Rainfall—Snow—Fog and mist—Thunderstorms—Conditions affecting aviation—Tables.

GENERAL CHARACTER

SPRING, which begins in February, is of short duration and does not last beyond the beginning of May. The two months, March and April, are generally agreeable in the lowlands, though in the neighbourhood of the mountains the cold winds which descend from them lower the temperature at night and in the early morning. During the day, when it is warm, winds frequently blow from the south; in March they often bring rain, but in April they are generally dry. The frequent changes of temperature during this period of the year are reported to be somewhat trying to health.

The heat of summer begins to be marked about the middle of May, and towards the end of that month the thermometer rises rapidly. The maximum is generally reached about the end of July or the beginning of August. Upon the coasts and in the islands the high temperature is somewhat reduced by the winds which blow from the sea, but in the lowlands of the interior, which are sheltered on all sides, the heat becomes intense. Except in the north of the country the summer is practically rainless, and the streams are either reduced to mere trickles of water or disappear altogether. On the high mountain districts conditions are rather different. Summer heat does not prevail till the beginning of July or even later, and then it is not so intense as in the lowlands.

Autumn begins between the middle and end of September, though the atmospheric variations characteristic of the earlier part of this season in Greece become apparent during the first half of that month. At one time the air is calm and serene, at another there is rain and the thermometer falls

quickly. On the whole, however, the month of September and the greater part of October have days as mild and agreeable as those of spring. Except in the north the rainfall becomes greater in September, but it is not till October that the increase is marked.

In November winter conditions prevail, but the period of greatest cold does not arrive until January and even then is not very great in the lowlands. Although this is the period of heaviest rainfall, wet weather rarely lasts for long at a time. It is frequently interrupted, especially in January and February, by days which are almost spring-like. Indeed, as a rule, rain falls only on ten or twelve days in each month. By the end of February the rise in temperature is becoming marked, and in those plains which are sheltered from northerly winds spring flowers begin to make their appearance.

TEMPERATURE

An examination of the figures on Table II (pp. 42-3) brings out several interesting features. January is everywhere the coldest month, while July is the warmest in the interior of northern Greece and along the east coast. On the west coast and in most of the islands the mean temperature of August is as high as that of July, and in some cases, as in Kythira and Crete, even higher. As might be expected, the mainland is hotter in summer and colder in winter than the islands. The range between the means for the hottest and coldest months is accordingly greater on the mainland, and in northern Greece is almost 40° F. In the islands of the south Aegean, where it is least, it is only 26° F. The east coast of Greece approximates to the former region, and the west coast and the Ionian Islands to the latter.

Although the highest mean temperature for a great part of Greece is recorded in July, it is in the early part of August that maximum temperatures are usually registered. The mean monthly maximum is highest in the interior of northern Greece (about 103° F.) and lowest in the islands of the south

(about 95° F. in Kýthera). In Crete, where it occurs in June, it is 97.5° F. The lowest temperatures are reached in January. The mean minimum for that month is least in northern Greece (Yanina 18° F. and Lárissa 32° F.) and greatest in the islands (47° F.).

Another feature to which attention may be drawn here is the rapid fall of temperature during the autumn months. This is most pronounced in the north and east of Greece, where the difference between the mean temperatures of September and November range from 17° to 21° F., but it is also characteristic of the islands.

WINDS

The general conditions which determine the distribution of winds in Greece are briefly these. The high-pressure system which in winter occupies the greater part of central Asia extends also into southern Russia and the Balkan peninsula. The Mediterranean, on the other hand, is an area of low pressure, along which numerous cyclonic depressions pass during the winter months. As a result of this distribution of pressure northerly winds prevail over Greece, but the frequent passage of depressions, many of which cross the country while others go to the north of it, leads to the inflow of southerly winds. In summer the tropic belt of high pressure lies over the Mediterranean area, while the Persian Gulf and north-west India constitute a strongly marked low-pressure region. The result is a general flow of air from the north-west over the eastern part of the Mediterranean.

During the summer accordingly northerly winds prevail and blow with great steadiness. They are most marked in the Cyclades, where over 80 per cent. of the observations made in July show winds with a northerly trend. Even in the interior, where such winds are least frequent and where palms are most numerous, they blow during one-third of the whole time. *

In winter the direction of the winds is complicated by the

passage of the cyclonic depressions already mentioned and the course which they take. When they pass over Greece strong southerly winds may prevail over the Aegean Sea as the depression approaches, veering to north-west as it moves to the east. The more persistent southerly gales occur when a depression (or a series of depressions) passes to the north of the Aegean Sea and causes southerly winds to continue for three or four days. The depressions which pass to the south of Greece give rise to northerly and north-easterly winds, which may develop into gales if the area of high pressure extends over the Balkans.

In Greece the winds have a considerable influence upon the health and spirits of the people. Over the greater part of the country the north wind is considered the most invigorating, and in summer is generally welcomed. On the other hand, the winds from the south are enervating and have a depressing effect. The term 'sirocco' appears to be applied to southerly winds which are unpleasantly strong and hot.

On the coasts of the Aegean, it may be noted, the daily alternation of land and sea breezes is well developed during the summer months.

HUMIDITY

Table VI shows the relative humidity at different stations in Greece. It is low during the summer months, when the prevailing winds are from the north. At that season the lowest values occur at the inland stations of northern Greece, and the highest at those in the Ionian Islands.

RAINFALL

The whole country is a region of winter rainfall, but the modified continental conditions of the northern districts are well illustrated by the figures for the interior of northern Greece (Table V). There the month of August is practically the only one in which less than one inch of rain falls. Over

the rest of the country the months of June, July, and August are almost without rain, and with the exception of the west coast and the Ionian Islands there is very little in May and September. December is as a rule the wettest month, though in some parts of the mainland November shows the heaviest precipitation.

The distribution of rainfall over the land shows some marked differences. As the greater part of it is brought by westerly and south-westerly winds it is natural that the west coast should receive the greatest amount, and there and on the Ionian Islands the mean annual precipitation is about 40 inches. The east coast, on the other hand, is relatively dry and has less than half that amount (about 18 inches); in the Cyclades, which are somewhat more exposed, the rainfall is slightly greater, and in Crete and K  ythera still more so. In the north, where there is a light summer rainfall, the annual amount is about 30 inches.

SNOW

There is little snow in the lowlands of Greece, but a good deal falls in the mountains. At Trikkala in Thessaly it falls on an average nine days in the year; on the west coast and in the Ionian Islands the average is less than one day per year. The other regions lie between those extremes.

FOG AND MIST

There is very little fog in Greece. Occasionally mists cover the mountain districts in spring. Light morning mists, which as a rule do not last for more than an hour or so after sunrise, are common in some parts of the country, as, for example, at Athens.

THUNDERSTORMS

Thunderstorms are not numerous, and average from two to five per month. On the mainland they are most frequent during summer, but in the Ionian Islands the highest monthly averages fall during spring and autumn.

CONDITIONS AFFECTING AVIATION

During the winter months the descent of cold air from the highlands to the Aegean Sea, when conditions are favourable, must occasion not only high winds on the coast but violent gusts and great disturbances in the air currents as they descend to lower levels. Squalls of a similar nature occur among the islands where high land descends steeply to the sea.

TABLE I
POSITION OF METEOROLOGICAL STATIONS IN GREECE

<i>Place.</i>	<i>Altitude.</i>	<i>Lat. N.</i>		<i>Long. E.</i>		
Group I :	<i>Feet.</i>	°	'	°	'	
Yanina . . .	1,590	39	47	20	55	} Inland stations of northern Greece.
Trikkala . . .	367	39	35	21	45	
Lárisa . . .	246	39	36	22	24	
Lamía . . .	230	38	54	22	15	
Group II :						
Vólo . . .	26	39	24	22	58	} Stations on the eastern coast of Greece.
Chalcis . . .	36	38	27	23	30	
Athens . . .	351	37	58	23	44	
Nauplia . . .	20	37	33	22	48	
Group III :						
Andros . . .	154	37	47	24	45	} Islands in the south Aegean Sea.
Syra . . .	1,073	37	29	24	56	
Naxos . . .	16	37	6	25	23	
Théra . . .	745	36	25	25	30	
Group IV :						
Kýthera . . .	574	36	9	23	0	} Sea south of Greece.
Chanía . . .	131	35	30	24	31	
Herákleion (Candia)	111	35	21	25	30	
Group V :						
Corfu . . .	98	39	38	19	33	} Ionian Islands and west coast of Greece.
Arta . . .	177	39	10	20	45	
Cephalonia . . .	26	38	11	20	15	
Patras . . .	16	38	14	21	44	
Zante . . .	10	37	33	22	48	

TABLE II

MEAN TEMPERATURE

			<i>Jan.</i> ° F.	<i>Feb.</i> ° F.	<i>Mar.</i> ° F.	<i>April.</i> ° F.	<i>May.</i> ° F.	<i>June.</i> ° F.
Group I :								
Yanina	.	.	41	43	47	56	67	71
Trikkala	.	.	40	45	51	59	69	76.5
Lárisa	.	.	39	45	50	58	68.5	77
Lamía	.	.	44	48	52	60	70	78
<i>Mean</i>	.	.	41.0	45.2	50.0	58.2	68.6	75.6
Group II :								
Vólo	.	.	45	49	53	59	66	76
Chalcis	.	.	48	50	53	59	68	78
Athens	.	.	49	50	53	59	68	76
Nauplia	.	.	49	51	54	60	68	76
<i>Mean</i>	.	.	47.8	50.0	53.2	59.2	67.5	76.5
Group III :								
Andros	.	.	51	53	55	60	69	76
Syra	.	.	53	54	56	61	70	77
Naxos	.	.	55	55	57	62	68	74.5
Théra	.	.	51	53	55	60	65	72
<i>Mean</i>	.	.	52.5	53.8	55.8	60.8	68.0	74.9
Group IV :								
Kýthera	.	.	52	53	54	59	68	74
Chanía	.	.	51	51	56	60	67	74
Herákليون	.	.	51	52	55	61	68	75
<i>Mean</i>	.	.	51.3	52.0	55.0	60.0	67.7	74.3
Group V :								
Corfu	.	.	50	51	55	61	68	75
Arta	.	.	47	50	54	60	69	75
Cephalonia	.	.	51	53	56	61	68	74.5
Patras	.	.	50	52	56	62	70	76
Zante	.	.	53	54	56	62	68.5	75
<i>Mean</i>	.	.	50.2	52.0	55.4	61.2	68.7	75.1

TABLE II (*cont.*)

<i>July.</i> ° F.	<i>Aug.</i> ° F.	<i>Sept.</i> ° F.	<i>Oct.</i> ° F.	<i>Nov.</i> ° F.	<i>Dec.</i> ° F.	
75	75	69	61	49	43	Group I : Yanina. Trikkala. Lárisa. Lamía.
83	82	74	64	51	46	
82	81·5	73	64	52	46	
83	82	75	67	55	49	
80·7	80·1	72·7	64·0	51·8	46·0	
						<i>Mean.</i>
81	80	74	66	55	50	Group II : Vólo. Chalcis. Athens. Nauplia.
83	82	76	68	56	50	
81	80	74	67	57	52	
82	81·5	76	68	59	53	
81·7	80·9	75·0	67·2	56·8	51·2	
						<i>Mean.</i>
80	79·5	77	68	59	54	Group III : Andros. Syrá. Naxos. Théra.
81	80·0	75	69	60	56	
77·5	77·5	74	69	62	57	
76·5	76·5	72	67	59	54	
78·7	78·4	74·5	68·2	60·0	55·2	
						<i>Mean.</i>
81	82	78	70	60	54	Group IV : Kýthera. Chanía. Herákleion.
78	77	74	68	60	54	
78	79	75	67	61	55	
79	79·3	75·7	68·3	60·3	54·3	
						<i>Mean.</i>
80	80	75	68	60	54	Group V : Corfu. Arta. Cephalonia. Patras. Zante.
81	82	75	67	56	50	
79	79	76	68	60	54	
82	82	77	68·5	60	54	
81	81	77	70·5	62	56	
80·6	80·8	76·0	68·4	59·6	53·6	<i>Mean.</i>

TABLE III

MEAN MONTHLY MAXIMUM TEMPERATURE

			<i>Jan.</i> ° F.	<i>Feb.</i> ° F.	<i>Mar.</i> ° F.	<i>April.</i> ° F.	<i>May.</i> ° F.	<i>June.</i> ° F.
Group I :								
Trikkala . . .	.	.	61.7	65.5	72.3	82.8	91.6	98.4
Lárisa . . .	.	.	61.9	68.5	75.0	84.0	90.5	97.7
Lamía . . .	.	.	63.9	67.6	72.9	81.5	90.5	98.1
<i>Mean</i> . . .	.	.	62.5	67.2	73.4	82.8	90.9	98.1
Group II :								
Vólo . . .	.	.	64.8	67.8	71.2	78.8	83.1	94.1
Chalcis . . .	.	.	63.3	68.2	71.6	81.3	90.0	97.2
Athens . . .	.	.	62.9	65.4	70.4	77.2	88.0	93.5
Nauplia . . .	.	.	66.0	68.9	72.0	77.5	86.2	94.3
<i>Mean</i> . . .	.	.	64.2	67.6	71.3	78.7	86.8	94.8
Group III :								
Andros . . .	.	.	63.9	66.6	69.8	77.2	86.9	91.8
Syra . . .	.	.	63.5	66.7	69.6	76.6	84.9	92.1
Naxos . . .	.	.	65.3	67.1	70.9	77.2	84.0	89.2
Théra . . .	.	.	61.9	64.0	67.5	74.5	82.6	87.4
<i>Mean</i> . . .	.	.	63.6	66.1	69.4	76.4	84.6	90.1
Group IV :								
Kýthera . . .	.	.	61.3	63.1	66.4	73.8	82.8	88.5
Herákleion . . .	.	.	66.4	68.5	73.2	79.7	86.7	97.5
<i>Mean</i> . . .	.	.	63.8	65.8	69.8	76.7	84.7	93.0
Group V :								
Corfu . . .	.	.	61.9	64.2	68.9	75.6	83.8	90.1
Arta . . .	.	.	63.9	68.0	73.4	81.9	89.2	93.9
Cephalonia . . .	.	.	62.1	65.8	72.3	79.2	86.7	91.0
Patras . . .	.	.	63.3	66.9	72.7	79.3	85.1	91.9
Zante . . .	.	.	62.2	64.4	67.6	74.5	82.6	88.3
<i>Mean</i> . . .	.	.	62.7	65.9	71.0	78.1	85.5	91.0

TABLE III (*cont.*)

<i>July.</i> ° F.	<i>Aug.</i> ° F.	<i>Sept.</i> ° F.	<i>Oct.</i> ° F.	<i>Nov.</i> ° F.	<i>Dec.</i> ° F.	
103·8	104·9	97·3	87·1	73·0	63·7	Group I : Trikkala. Lárisa. Lamía.
102·2	102·4	96·6	85·5	73·8	64·9	
101·8	101·5	93·9	86·9	75·4	66·0	
102·6	102·9	95·9	86·5	74·1	64·9	
						<i>Mean.</i>
96·3	97·5	91·9	84·2	77·4	68·2	Group II : Vólo. Chalois. Athens. Nauplia
101·5	101·5	94·6	86·4	75·2	67·6	
98·6	98·0	92·5	84·3	73·9	66·0	
97·7	99·0	93·2	89·2	78·3	69·3	
98·5	99·0	93·0	86·0	76·2	67·8	<i>Mean.</i>
94·5	97·0	90·0	88·3	73·9	67·6	Group III : Andros. Syrá. Naxos. Théra.
94·6	96·1	90·5	83·7	74·1	68·7	
88·9	90·0	86·7	82·4	74·7	68·4	
89·2	91·0	85·1	81·0	71·8	63·1	
91·8	93·5	88·1	83·8	73·6	66·9	<i>Mean.</i>
94·5	94·8	89·1	81·5	72·1	65·7	Group IV : Kýthera. Herákleon.
91·2	88·0	89·2	84·4	81·1	69·8	
92·8	91·4	89·2	83·0	76·6	67·8	<i>Mean.</i>
95·2	95·4	91·4	83·3	73·8	65·8	Group V : Corfu. Arta. Cephalonia. Patras. Zante.
100·4	102·2	96·4	88·5	75·4	68·4	
97·7	98·8	94·3	84·7	72·5	66·7	
97·3	98·1	92·1	84·9	76·5	67·5	
93·0	93·9	87·4	81·5	75·0	66·0	
96·7	97·7	92·3	84·6	74·6	66·9	<i>Mean.</i>

TABLE IV

MEAN MONTHLY MINIMUM TEMPERATURE

			Jan. ° F.	Feb. ° F.	Mar. ° F.	April. ° F.	May. ° F.	June. ° F.
Group I :								
Trikkala	.	.	20	28	32	36	46.2	53.6
Lárisa	.	.	22	24	29	36	44	54
Lamía	.	.	28	31	33	40	49.5	58.5
Mean	.	.	23.3	27.7	31.3	37.3	46.6	55.4
Group II :								
Vólo	.	.	28	31	34	39	50	57
Chalcis	.	.	32	33	35	40	51	58
Athens	.	.	32	33	36	44	51	59
Nauplia	.	.	32	34	36	42	50	58
Mean	.	.	31.0	32.8	35.2	41.2	50.5	58
Group III :								
Andros	.	.	35	37	39	46	52	59
Syra	.	.	39	40	42	47	56	63.5
Naxos	.	.	40	42	44	48	55	62
Théra	.	.	38	38	40	46	53	60
Mean	.	.	38.0	39.2	41.2	46.8	54	61.1
Group IV :								
Kýthera	.	.	37	38	42	46	53	59
Herákleion	.	.	40	40	43	47	53	61
Mean	.	.	38.5	39	42.5	46.5	53	60
Group V :								
Corfu	.	.	34	35	39	43	50	58
Arta	.	.	28	32	34	39	48	55
Cephalonia	.	.	34	36	39	43	50	57
Patras	.	.	35	36	41	46	53	60
Zante	.	.	39	39	44	48	54	61
Mean	.	.	34.0	35.6	39.4	43.8	51.0	58.2

TABLE IV (*cont.*)

<i>July.</i> ° F.	<i>Aug.</i> ° F.	<i>Sept.</i> ° F.	<i>Oct.</i> ° F.	<i>Nov.</i> ° F.	<i>Dec.</i> ° F.	
57·6	57·6	50·7	42	32	27	Group I : Trikkala Lárisa. Lamía.
59·0	58·0	49	41	31	26	
62	63	56	49	37	30	
59·5	59·5	51·9	44	33·3	27·7	
						<i>Mean.</i>
63	62	55	48	37	31	Group II : Vólo. Chalcis. Athens. Nauplia.
63	63	55	50	39	34	
65	65	57	52	42	35	
64	65	58·5	53	40	35	
63·8	63·8	56·4	50·8	39·5	33·8	<i>Mean</i>
66	66	60	54	42	38	Group III : Andros. Syrá. Naxos. Théra.
69	69	62	58	47	40	
67	69	62	58·5	48	44	
66	67	61	55	46	41	
67	67·8	61·2	56·4	45·8	40·8	<i>Mean</i>
65	65	60	55	46	40	Group IV : Kýthera. Herákليون.
65·5	68	61	54	49	45	
65	66·5	60·5	54·5	47·5	42·5	<i>Mean</i>
62	64	58	52	43	37	Group V : Corfu. Arta. Cephaloma. Patras. Zante.
59	60	54	45	37	31	
63	62	58	52	42	36	
66	67	60	53	44	37	
66	66	62	56	47	42	
63·2	63·8	58·4	51·6	42·6	36·6	<i>Mean</i>

TABLE V
MEAN MONTHLY RAINFALL

			<i>Jan.</i> ins.	<i>Feb.</i> ins.	<i>Mar.</i> ins.	<i>April.</i> ins.	<i>May.</i> ins.	<i>June</i> ins.
Group I :								
Yanina	.	.	5.51	3.86	5.67	2.83	1.89	2.83
Tríkkala	.	.	3.23	2.80	3.11	2.05	2.83	1.61
Lárisa	.	.	1.77	1.81	1.65	1.58	1.89	1.30
Lamía	.	.	2.31	1.81	1.50	1.93	1.93	1.42
<i>Mean</i>	.	.	3.20	2.57	2.98	2.10	2.13	1.79
Group II :								
Vólo	.	.	1.69	1.77	1.81	1.30	1.42	1.02
Chalcis	.	.	2.71	1.85	1.81	1.42	0.83	0.55
Athens	.	.	2.05	1.46	1.34	0.83	0.79	0.67
Nauplia	.	.	2.28	1.81	1.89	0.94	1.02	0.67
<i>Mean</i>	.	.	2.18	1.72	1.71	1.12	1.01	0.73
Group III :								
Andros	.	.	5.20	3.94	3.11	1.18	0.91	0.63
Syra	.	.	3.86	2.60	2.32	1.10	0.94	0.35
Naxos	.	.	2.84	2.52	1.46	0.91	0.78	0.12
Théra	.	.	2.56	1.73	1.38	0.83	0.75	0.04
<i>Mean</i>	.	.	3.61	2.70	2.07	1.00	0.84	0.28
Group IV :								
Kýthera	.	.	4.29	3.58	2.20	0.94	0.59	0.55
Chanía	.	.	4.13	3.94	1.77	0.79	0.39	0.24
Herákleion	.	.	3.39	3.23	1.97	0.63	0.48	0.09
<i>Mean</i>	.	.	3.94	3.58	1.98	0.79	0.49	0.29
Group V :								
Corfu	.	.	6.26	5.94	4.33	2.99	2.13	0.86
Arta	.	.	4.49	5.32	4.37	3.23	2.99	1.65
Cephalonia	.	.	4.65	4.33	2.99	1.65	1.10	0.83
Patras	.	.	3.27	2.95	2.32	2.09	1.50	0.79
Zante	.	.	6.02	4.88	3.39	1.97	1.34	0.35
<i>Mean</i>	.	.	4.94	4.68	3.48	2.39	1.81	0.89

TABLE V (*cont.*)

<i>July.</i> ins.	<i>Aug.</i> ins.	<i>Sept.</i> ins.	<i>Oct.</i> ins.	<i>Nov.</i> ins.	<i>Dec.</i> ins.	
1.50	2.01	1.54	6.89	7.13	7.99	Group I :
0.87	0.78	0.98	3.15	4.17	4.06	Yanina.
1.22	0.75	1.06	1.89	2.72	2.32	Tríkkala.
1.22	1.06	1.18	2.40	3.15	3.58	Lárisa.
						Lamía.
1.20	1.15	1.19	3.58	4.29	4.49	<i>Mean.</i>
						Group II :
0.51	0.67	1.18	1.69	2.64	2.16	Vólo.
0.19	0.43	0.91	1.14	2.20	2.76	Chalcis.
0.27	0.35	0.55	1.73	2.87	2.44	Athens.
0.27	0.55	1.06	2.28	3.03	3.66	Nauplia.
0.31	0.50	0.92	1.71	2.68	2.75	<i>Mean.</i>
						Group III :
0.08	0.16	0.63	1.73	3.15	5.20	Andros.
0.20	0.51	0.83	1.69	3.15	3.54	Syra.
0.04	0.08	0.39	1.04	2.01	2.87	Naxos.
0.04	—	0.43	0.91	2.52	3.03	Théra.
0.09	0.19	0.57	1.34	2.71	3.66	<i>Mean.</i>
						Group IV :
0.51	0.78	0.83	2.91	4.61	5.35	Kýthera.
—	0.08	0.32	0.94	6.73	5.63	Chanía.
0.12	0.35	0.78	1.81	3.58	3.98	Herákleion.
0.21	0.40	0.64	1.89	4.97	4.99	<i>Mean.</i>
						Group V :
0.20	0.91	3.54	6.34	8.50	9.72	Corfu.
0.67	0.59	1.97	5.31	5.63	7.48	Arta.
0.16	0.67	1.26	4.49	5.08	7.13	Cephalonia.
0.16	0.20	1.14	3.35	4.10	4.84	Patras.
0.08	0.16	1.30	4.21	8.19	10.24	Zante.
0.25	0.51	1.84	4.74	6.30	7.88	<i>Mean.</i>

TABLE VI
RELATIVE HUMIDITY

			<i>Jan.</i> %	<i>Feb.</i> %	<i>Mar.</i> %	<i>April.</i> %	<i>May.</i> %	<i>June</i> %
Group I :								
Trikkala . . .	.	.	80.5	76.9	73	66.3	59.6	54.2
Lárisa . . .	.	.	79.3	75.8	71.3	66.7	62.1	55.2
Lamía . . .	.	.	72	69.2	66.5	62.5	56.9	52.0
<i>Mean</i> . . .	.	.	77.3	74.0	70.3	65.2	59.5	53.8
Group II :								
Vólo . . .	.	.	74.5	73	71.1	70.1	65.2	65.6
Chalcis . . .	.	.	77.5	76.1	73.1	67.8	61.4	58.2
Athens . . .	.	.	74	72	69.2	64.4	59.7	54.2
Nauplia . . .	.	.	72.8	70.1	68.3	66.7	63.5	60
<i>Mean</i> . . .	.	.	74.7	72.8	70.4	67.2	62.4	59.5
Group III :								
Andros . . .	.	.	74	73	71.7	68.2	64	62.4
Syra . . .	.	.	71	70	68.5	66.5	63.4	60.7
Naxos . . .	.	.	74.7	74.4	71.7	70.7	70.7	68.9
Théra . . .	.	.	72.3	71.7	70.7	70.6	69.6	65.4
<i>Mean</i> . . .	.	.	73	72.3	70.6	69	66.9	64.4
Group IV :								
Kythera . . .	.	.	70.8	72.4	70.6	67.6	61.4	61.2
Chania . . .	.	.	76	75	72	70	67	61
Herákleion . . .	.	.	69	69	68	64	63	61
<i>Mean</i> . . .	.	.	71.9	72.1	70.2	67.2	63.8	61.1
Group V :								
Corfu . . .	.	.	76.1	78.3	75	75.5	73.7	72.8
Arta . . .	.	.	77.6	77	75.4	73.5	70.4	71.3
Cephalonia . . .	.	.	77.3	78	76.5	75.7	73.9	72.1
Patras . . .	.	.	75.2	74.3	71	70.8	69.7	68
Zante . . .	.	.	74.2	75	72.4	72.6	69.1	68.3
<i>Mean</i> . . .	.	.	76.1	76.5	74.0	73.6	71.4	70.5

TABLE VI (*cont.*)

<i>July.</i> %	<i>Aug.</i> %	<i>Sept.</i> %	<i>Oct.</i> %	<i>Nov.</i> %	<i>Dec.</i> %	
48.6	48	56.9	71.8	78.9	80.5	Group I :
49.5	48.6	58.3	72.3	79.1	81.7	Trikkala.
46.9	47.7	55.9	66.1	72.1	74.1	Lárisa.
						Lamía.
48.3	48.1	57.0	70.1	76.7	78.8	<i>Mean.</i>
63.4	60.7	65.1	74.3	76.6	73.8	Group II :
53.6	54.4	61.2	70.4	74.1	78.4	Vólo.
47	46.3	55	66	73.3	74.5	Chalcis.
54	54.9	59.8	68.5	72.6	75.5	Athens.
						Nauplia.
54.5	54.1	60.3	69.8	74.1	75.5	<i>Mean.</i>
59.7	60	63.2	70.1	74.9	76.7	Group III :
53.2	57	63.6	71.8	76	75.2	Andros.
71.1	73.9	73	75.3	74.3	76	Syra.
60.4	62.1	68.2	72.5	73.7	74.6	Naxos.
						Théra.
61.1	63.2	67	72.4	74.7	75.6	<i>Mean.</i>
51.1	50.4	55.1	64.3	71.2	72.3	Group IV :
58	57	62	67	74	76	Kýthera.
61	60	65.6	68	68	73	Chanía.
						Herákleion.
56.7	55.8	60.9	66.4	71.1	73.8	<i>Mean.</i>
38.8	68.4	71.8	78.6	77.5	78	Group V :
32.0	60.4	65.2	74.2	79	80.8	Corfu.
38.7	70.9	71.5	77.9	79.1	80.8	Arta.
31.6	60.3	63.7	71.2	73.2	75.4	Cephalonia.
32.7	58.5	66	73.1	74.4	75.9	Patras.
						Zante.
34.8	63.7	67.6	75.0	76.6	78.2	<i>Mean.</i>

CHAPTER III

HISTORY OF GREECE FROM 1815

Main influences in modern Greek history—Periods of modern Greek history: (a) Preparation for the War of Independence; (b) War of Independence; (c) Reign of King Otto; (d) Reign of King George; (e) Balkan wars of 1912-13.

MAIN INFLUENCES IN MODERN GREEK HISTORY

THE Greek nation, like all the Balkan peoples, has been profoundly influenced by history, and during the last hundred years its development, its aspirations, its politics, internal and foreign, have been largely due to the traditions, and to the study, of the past. Bulgaria, Serbia, Roumania have each a notable history, which inspires them to-day to assert their national dignity; but there is no State in Europe, except Italy, whose heritage of classical and mediaeval history can compare with the Greek.

From the time when Constantine the Great divided the Roman Empire into two halves, with Christianity as the established religion and Constantinople as the capital of the eastern half (330 A.D.), the latter became more and more a Greek state. It is true that it was always called the Roman Empire, and its inhabitants continued to call themselves Romans, while Latin was its official language, and the whole body of law and the civil and military administration were Roman. But the great mass of the inhabitants throughout the Balkan peninsula and Asia Minor spoke Greek, and Greek was the language of the Church. As early as 425 A.D., when the University of Constantinople was founded, fifteen of its professors were teachers of Greek, and only thirteen teachers of Latin. After the schism between the Eastern and Western Churches, the former came to be more and more identified with the Greek people. The Greek Empire was

marked off by its past history and its unique civilization alike from the new nations that were being formed in the west, and from the barbarian invaders from the north and east—Slavs and Bulgars from the north, Saracens and Turks from the east. Slavs and Bulgars, converted by the Eastern Church to Christianity, were as often the subjects as the enemies of the Greeks. But the Mohammedans of the East were always enemies, and the Empire was the chief bulwark of Europe against their advance. The Greek people did not have much intercourse with western Europe till the time of the Crusades. Then, however, they came into direct contact with them, and in 1204, during the Fourth Crusade, the Franks, as the Greeks called all western peoples, captured Constantinople and divided the European provinces of the Empire among themselves. Fifty-seven years after, the Greeks regained Constantinople and Macedonia, Epirus, and afterwards the eastern half of the Peloponnese; and from this period dates the hostility between Greeks and Franks, between Orthodox Christians and Roman Catholics.

Two hundred years later the Turks had conquered practically the whole of the former territories of the Empire, and in 1453 the last emperor, Constantine XI, fell at the capture of Constantinople. A few Greek islands held out longer, Rhodes under the Knights of St. John, and Crete under the Venetians; while Corfu, also a Venetian possession, was never subject to the Turks, and the other Ionian islands were held by them only for a short period. Except for these isolated places, and the Peloponnese for a short period (1684-1718) when it was conquered by the Venetians, all Greek-speaking lands were under the rule of Turkey for four centuries till the revolution in 1821. But the memory of the great past, when the Greek Empire ruled over all the Balkan peninsula and Asia Minor and Syria, and of the long struggle against the Turks, has remained alive. Greeks remember the fall of Constantinople as Serbians remember Kossovo, and look forward to a time when a Greek king shall once more reign in the capital of the Empire and St. Sophia become

again a Christian church. The traditions of the past have been kept alive in popular poems and stories, and by the Church, whose head, the Patriarch, has always remained in Constantinople. The Greeks have retained their language throughout the islands and largely on the coasts of Macedonia and Asia Minor, and in some districts in the interior; and it is with these that the Greeks of the Kingdom desire to be united.

Different from these living memories is the tradition of classical Greece. This is due entirely to the revival of learning dating from the end of the eighteenth century. Early in the Middle Ages all sense of continuity with the classical Greeks was lost, and the name Hellenes, as opposed to Romans, first became synonymous with 'heathen', and then disappeared. But the influence of this revived feeling of identity with the ancients has been so strong in the nineteenth century as to have caused the Byzantine tradition to be in some measure forgotten. Most Greeks talk more readily of ancient Athens than of Constantinople in the days of the Empire. This is partly due to the fact that the Greek stock has remained purer in the countries inhabited by the ancients, continental Greece, the Peloponnese, and the islands, than in Macedonia and Constantinople. It was in these countries too, and not in Constantinople, that the revolution which freed Greece from Turkey took root and that nearly all the fighting took place; and so far the independent kingdom has been practically confined to them. But it is an astonishing thing that the ancient history of a people, so long forgotten, and so recently recalled to memory by scholars, could have exercised so great an influence on a nation as that of classical Hellas has had on modern Greece.

How far the Greeks of to-day are racially continuous with the Athenians of Pericles, with the Spartans of Leonidas, with the once contemned Macedonians of Alexander, is scarcely a practical question. The lapse of two thousand years has drastically modified the purity of every European

race, although different races have diverged from their prototypes in widely varying degrees. With regard to the Greeks, however, it is obvious that they inhabit the same regions and live under the same climate as the ancient Greeks ; they follow the old pursuits of vine-dressing, corn-growing, and seafaring ; they speak a tongue which under all modifications is still to an observer the language of Demosthenes, and they inherit a literature which has been for five hundred years one of the greatest educational forces in Europe. In dealing with the Greeks one must always bear in mind that they are a people intensely proud under all circumstances—keenly interested in politics, in speaking and writing, and valuing things intellectual to a high degree.

There are, then, three things which have during the last hundred years operated throughout Greek affairs : first, the inheritance of their great past ; second, the clannishness which still makes the people of each valley cling to their own friends and tend to quarrel with all the rest ; and third, the maritime consciousness, the romantic, patriotic spirit of islanders, which makes them look upon the Aegean as their own, and aspire across the Mediterranean to their ancient ‘ colonies ’ of Ionia. Although to some extent neglected by historians, the proficiency and enthusiasm of the Greeks in seafaring must be recognized as one of the most moving forces in their progress, both in peace and war.

PERIODS OF MODERN GREEK HISTORY

There are five periods which make up the history of modern Greece, and which together contain the forces which are influencing Greece to-day : there is, first, the period of preparation for the War of Independence against Turkey ; second, there is the War of Independence itself ; third comes Greece under the Bavarian family ; fourth, Greece under King George ; finally come the two Balkan Wars, with their great expansion of the Greek kingdom, and with all the pressing problems which they opened up and left unsolved.

(a) Preparation for the War of Independence

The period of preparation for the War of Independence is covered by those years in which all Europe was moved by new thoughts and feelings, the period of *éclaircissement*, which preceded and finally merged with the French Revolution. Greece, like all European countries, felt the repercussion of this movement; and the Greeks found in a revival of their ancient tongue and the study of their classical literature an inspiration for the re-assertion of their national life. Under the Turkish Government educated Greeks had risen to high office, and the rich and cultivated Greek families settled in the Phanar quarter of Constantinople had made their palaces into centres of an intellectual and literary movement. The greatest leader of this movement, the most momentous and most permanent that has taken place in modern Greece, was Adamántios Koraës, who, however, sprang, not from a rich and cultivated Phanariot family, but from a respectable trader of Smyrna. His life has been written by himself in a modest tract, written in singularly pure and idiomatic Greek, with great charm and simplicity. It relates the formidable, yet not insuperable, difficulties under which an enthusiastic young Greek had to seek for education under Turkish rule. Local schools existed, and Koraës learned in a school at Chios, although the bulk of his reading was done privately. He devoted his life, which lasted from 1748 to 1833 (his active years were spent in Paris), to spreading the knowledge of the ancient Greek literature, and to approximating the modern Greek tongue, the *demotiké glóssa*, to the language of Plato and Demosthenes. In this work he proceeded without pedantry, editing the ancient classics, and writing in a Greek which, without being archaic, was both ancient and modern, both classical and idiomatic. In this way he set a standard which has been followed in Greek schools and the University, in the courts and in learned societies, and above all in the newspapers, which are such a prominent feature of modern Greece and have so powerful an effect upon the people.

(b) War of Independence

The Greek War of Independence went on for nine years, from 1821 to 1829. It was strongly supported throughout by many Englishmen, among the most educated of whom an ardent love of Hellenism, as well as of liberty, had for years existed. The devotion of these Englishmen to the cause of the Greeks was shown amidst the greatest difficulties ; in the early years of the revolt the British Government adopted a policy of neutrality and felt bound to put obstacles in the way even of volunteers. In Greece itself the native-born leaders were frequently suspicious and quarrelsome, and the ardent Englishmen had sometimes to persist in their efforts for people who seemed not to welcome them, and even to treat them with ingratitude and ill-will. But the memories of these difficulties were forgotten in the successful conclusion of the revolt, and statues and monuments erected by Greeks on the chief scenes of the struggle commemorate the devotion and self-sacrifice of Englishmen who whole-heartedly worked with Greece for emancipation from the Turks.

In spring, 1821, small risings took place in various parts of Greece, both north and south of the gulf of Corinth, against the Turkish soldiery, and against the Mohammedan population, of which there was a considerable number. The time was favourable to the revolt, as the Sultan was engaged in war with Persia and with Ali, the Pasha of Yanina, who was maintaining himself in Epirus as an independent potentate. The revolt made most headway in the Morea ; in April 1821 Kalamáta and Kalávryta both fell to the insurgents, and in October the capital of the Morea, Tripolitsá. At the storming of Tripolitsá 8,000 Mohammedans and Jews are said to have perished. Theodore Kolokotrónes was the best military leader of the Greeks ; Prince Alexander Mavrokordáto, a cultivated Phanariot Greek, only twenty years of age at the outbreak of the revolt, was their best, almost their only constructive, statesman. In the later years of the war Count John Kapodístrias, a Corfiote, who had entered the

Russian diplomatic service and had risen to great distinction, was chosen President of Greece, but quarrels arose between him and other Greek leaders, which ended in his assassination by George and Constantine Mavromicháles of Maina at Nauplia on October 9, 1831.

The Greek fleet, which took a most important part in the war, was made up chiefly from the merchant-craft of the islands. The islanders were the merchant-seamen of the Turkish Empire, and had also been largely recruited by conscription for service in the Turkish navy. In the War of Independence the men of Hýdra, Spétsai, Psará, and other islands threw themselves heartily on to the national side, and provided the greater part of the personnel and the ships. Until 1827, when Lord Cochrane (Earl of Dundonald) was appointed Admiral, the Greek navy was led by Andréas Vókos Miaoúles, a former merchant-skipper and corn-trader of Hýdra. During the war the Turkish fleet, reinforced by the ships of Mehemet Ali, Pasha of Egypt, was greatly superior in number and material strength to that of the Greeks. Nevertheless, although Miaoúles was not able to command the sea, he greatly harassed the enemy's forces and achieved some notable successes, as, for instance, the relief of Mesolónghi in 1822. Without the Greek navy the islands would at once have fallen to the Turks, and the mainland Greeks, bitterly divided as they soon came to be by internal factions, could not have held out long.

The war on land, which was conducted with fire and sword on both sides, at last turned for a time decisively against the Greeks. The Egyptian fleet had been summoned to the assistance of the Sultan, and Ibrahim Pasha had landed his army and reconquered most of the Morea. On July 6, 1827, the three States (Great Britain, France, and Russia) which were subsequently to become the protecting powers of Greece signed a treaty in London, in which they stated their intention of acting as mediators between Turkey and Greece, on the basis of Greece becoming autonomous, but tributary to Turkey. 'As a preliminary and indispensable condition to

the opening of any negotiation,' an armistice was to be demanded from both belligerents. The policy of Great Britain in the eastern Mediterranean was conducted under Stratford Canning, the ambassador at Constantinople, by the Admiral of the Mediterranean squadron, Sir Edward Codrington. The Greeks accepted the demand for an armistice, but difficulties arose between Ibrahim Pasha and the Sultan in settling the Turkish action. The exasperation of the Turks at Codrington's blockade of Navarino bay, and of the British at the conduct of Ibrahim's officers in burning the Greek villages in the neighbourhood of the bay, produced a collision between the Turkish fleet and the mixed British, French, and Russian forces under Codrington. The Turkish fleet was destroyed; the Greek sea-power, and for the time being its land forces, were saved. Great Britain nevertheless would not definitely commit herself to war with Turkey. The Russian Government, however, proceeded to act on its own initiative, and after the ably conducted campaign of Marshal Diebitsch in Bulgaria, the Porte was forced to accept the Russian terms by the Treaty of Adrianople, September 14, 1829. The terms of the 1827 treaty were to be carried out: Greece was to be autonomous but tributary.

Thus Greece was freed from Turkish domination. Her position, however, was not satisfactory, as tribute and some form of allegiance were still to be due to the Sultan. This the Greek leaders, especially the experienced diplomatist Kapodistrias, strove to abolish. He became the first and only President of the Greek State. Largely through his efforts, with the support of prominent men in Great Britain, France, and Russia, better terms were obtained than were comprehended in the Treaty of Adrianople. Turkey acquiesced in Greece becoming a completely independent State. Finally a treaty was signed at London on May 7, 1832, between Great Britain, France, and Russia on the one hand and Bavaria on the other. Greece was made an independent State under the hereditary sovereignty of Prince Otto of Bavaria, with a continental frontier running from the gulf

of Vólo to the gulf of Arta, and under the guarantee of the three Powers. The islands included Euboea, Skýros, and the Cyclades.

The names of Englishmen who took part in the liberation of Greece are scattered throughout the whole history of the war. In 1809 Lord Byron embarked on the series of travels which were subsequently described in *Childe Harold's Pilgrimage*, and rode through Albania and also Attica. During the Greek War of Independence he purchased a ship of 120 tons and sailed to Cephalonia, to put himself at the disposal of the Greek national leaders. He died at Mesolónghi on April 19, 1824. More practically useful, though less inspiring, was the work of Sir Richard Church, a British officer who had fought through the Napoleonic wars, and commanded a regiment in the Ionian Isles. In 1827 he accepted an invitation of the Greeks to be Commander-in-Chief of their army; in this position he showed himself equally resourceful in directing regular operations (for which the Greeks were unsuited and which were as a rule unsuccessful) and in the irregular or 'partisan' warfare among the islands of Acarnania. He spent the rest of his long life in Greece, dying at Athens in 1873. More congenial to the Greek temperament was the work in the navy of Lord Dundonald, who was made Greek Admiral in 1827, at the age of 52, after the most distinguished service in the British, Chilian, and Brazilian navies. The best fighting officer under Miaoules was Captain Frank Abney Hastings, who devoted his small fortune to introducing steamships into the Greek navy, and whose destruction of the Turkish squadron in Sálona bay on September 29, 1827, led directly to the conflict at Navarino. More peaceful services were rendered by the historian Finlay, who from the time when he engaged under Dundonald and Church in the operations (which failed) for the relief of Athens in 1827 spent practically all his life in Attica. His remains, with those of many other British, lie in the Protestant cemetery at Athens.

(c) Reign of King Otto

As a result of the War of Independence the Greek State became sovereign and independent, but with regard to the three Protecting Powers (Great Britain, France, Russia) stood in a special relation, governed by a Protocol of February 3, 1830, the Treaty of May 7, 1832, and the Treaty of July 13, 1863. The Protocol of 1830 contained conditions incorporated in the Treaty of 1832, among others one to the effect that 'No troops belonging to one of the Contracting Powers shall be allowed to enter the territory of the new Greek State without the consent of the two other Courts who signed the Treaty' (the Treaty referred to is that of July 6, 1827 : see p. 58). The Treaty of 1832, between Great Britain, France, and Russia on the one part and Bavaria on the other, enacted that Greece 'under the sovereignty of the Prince Otto of Bavaria, and under the Guarantee of the three Courts, shall form a monarchical and independent State, according to the terms of the Protocol signed between the said Courts on the 3rd February, 1830, and accepted both by Greece and by the Ottoman Porte'. The Treaty of 1863 resulted from the termination of the Bavarian order of succession ; it enacted that Greece 'under the Sovereignty of Prince William of Denmark, and the Guarantee of the three Courts, forms a Monarchical, Independent, and Constitutional State'.

The reign of Otto lasted from 1833 to 1862. For the first two years he was a minor, under a regency of Bavarian officials. After this, from 1835 to 1843, he ruled autocratically. He was honest and well-intentioned, but the Greeks disliked him as an autocrat and a Roman Catholic. He had a corps of Bavarian soldiers numbering about 3,000. After these departed, however, a *coup d'état* was carried through in 1843 by army officers, who dictated terms to Otto in his palace at Athens. A Constitution, with two parliamentary chambers, was established, and lasted till 1864. In this period the Piræus was twice blockaded by a British fleet. The first time was in 1850, when, owing to anti-Semitic riots in Athens, the house

of a Gibraltar Jew, Don Pacifico, was burned. As compensation for his losses Don Pacifico claimed over £31,000 from the Greek Government. Lord Palmerston, who was strongly in favour of upholding the status of British citizenship, took steps to present an ultimatum to the Greek Government on the subject of compensation. His demands were enforced by a blockade of the Piræus by a British squadron under Admiral Sir William Parker. The Greek Government, although subjected to great pressure from its own subjects, who were much incensed against the policy of England, behaved with considerable dignity, and met all the claims at a large financial sacrifice.

The second blockade took place in 1854. The Crimean War was beginning, England, France, and Turkey being allied against Russia. The Greeks, as members of the Orthodox Church, had naturally some sympathy with Russia; while on the other hand Turkey was their natural enemy. Above all things the Greeks desired Thessaly, and looked upon the narrow limits given to them in 1832, from the gulf of Vólo to the gulf of Arta, as much smaller than they could reasonably expect. An insurrection was started in Epirus and Thessaly to expel the Turks from these regions, but the Allied fleet brought troops to the Piræus, which was put under military occupation. The occupation lasted throughout the rest of the Crimean War.

The revolution of 1862 against Otto came somewhat as a surprise after the popularity he had gained in 1854 by supporting the Greek agitation for Thessaly and by opposing the Allies. But in 1859 the Italians were engaged in their struggle to expel the Austrians from Italy. The educated Greeks all sympathized fervently with the Italians. Otto as a Bavarian sympathized with Austria. The two most powerful influences in Greece were now against him—the Army and the University. He had no son, and the heir presumptive was one of his Bavarian brothers, who seemed disinclined to change his religion from Roman Catholicism to the Orthodox Church. As often in Greece, the army officers

controlled the situation ; the Bavarian régime was practically without support. On October 23, 1862, King Otto and his Queen embarked on H.M.S. *Scylla* and left Greece. He died at Bamberg in 1867. There is no doubt that, like his cultivated father King Louis of Bavaria, Otto was an ardent lover of Greece. He was patriotic, and offended the Powers by his uncompromising support of Hellenic interests. But it was the Greek people that deposed him, an action for which regret has sometimes since been expressed by the Greeks themselves. Recent judgements in Greek literature have shown a marked tendency to treat Otto leniently, and indeed with kindness.

(d) *Reign of King George*

After the deposition of Otto, a plebiscite held in Greece by an overwhelming majority (230,000 against 2,400 for the Duke of Leuchtenberg) offered the crown to Prince Alfred, the second son of Queen Victoria and the Prince Consort. The British Government refused their assent to this, as Prince Alfred was near in the line of succession to the British throne and also was heir presumptive to the Duchy of Saxe-Coburg, to which he actually succeeded in 1893. The Greeks were unable to unite upon the choice of another prince. Great Britain offered to find them one, who should be acceptable to the Powers. Eventually the choice fell upon Prince William George, the second son of Prince Christian of Schleswig-Holstein, subsequently Christian IX of Denmark. The succession treaty (see also p. 61) was signed at London on July 13, 1863, between Great Britain, France and Russia on the one part and Denmark on the other. The preamble of the treaty takes note of the troubles (practically anarchy) which had afflicted Greece since Otto's deposition, and states that accordingly the three Protecting Powers 'have judged it necessary to come to an understanding with regard to the arrangements to be taken in order to give effect to the wish of the Greek Nation, which calls the Prince William of Denmark to the Hellenic throne'. Among the conditions con-

tained in the treaty were Article III, stipulating that Greece under the guarantee of the three Courts, Great Britain, France, and Russia, should be a monarchical, independent, and constitutional State; and Article IV, which maintained the territorial limits of 1832, with the addition of the Ionian Islands, which Great Britain engaged to restore.

The reign of King George, which began in consequence of this treaty, lasted till 1913, and proved to be one of notable progress for Greece in almost every direction. On three different occasions large accessions of territory were obtained. The first was in 1864, when Great Britain handed over the Ionian Islands; the second was in 1881, when Thessaly and Arta were obtained from Turkey; the third was in 1913, when large acquisitions, both insular and continental, were obtained, again at the expense of Turkey.

The Ionian Islands—Corfu, Cephalonia, Zante, Lefkás, Ithaca, Kýthera, Paxos—had been part of the overseas dominions of Venice till the dissolution of that republic by Napoleon in 1797 and its cession to Austria. The islands were subsequently incorporated in the French Empire, but between 1809 and 1814 were one by one captured by the British. On November 15, 1815, a treaty, part of the Vienna Congress settlement, between Great Britain, Austria, Prussia, and Russia established the Ionian Islands as ‘a single, free, and independent State’, placed ‘under the immediate and exclusive protection of H.M. the King of the United Kingdom’. As a British protectorate accordingly the seven islands remained, governing themselves through a Senate, which had executive power, and a Legislative Assembly. The British representative was called High Commissioner. The islands prospered under this system: trade naturally increased with peace and improved means of communication; the roads, which still are a feature of the islands, were constructed, and works were built for the water-supply. The Ionian Islands had a cultured nobility dating from Venetian times; the nobles appreciated the social as well as the more material advantages of British rule. Between 1850 and 1863, however,

a strong movement had been going on among a large party of the islanders for union with Greece, and at last in 1863 the British Government, under the ministry of Lord Palmerston, with undisguised reluctance consented to the union. It was a concession made to the national principle, to the feelings of the islanders, and of the Greeks of the kingdom; and it was meant as a generous present to the new King George, who could thus bring to his subjects a most notable and historic accession of territory. By the Treaty of March 29, 1864, between Great Britain, France, Russia, and Greece, it was arranged that Great Britain should renounce her protectorate, and that the union with Greece should be recognized, that kingdom remaining, with the Ionian Islands, a monarchical, independent, and constitutional State (Article I). By Article II the islands were to 'enjoy the advantage of perpetual neutrality', His Majesty the King of the Hellenes, on his part, engaging to maintain such neutrality. By a subsequent protocol the neutrality was limited to Corfu and Páxos.

The ancient Greeks had inhabited a large part of the Mediterranean area, so that the historical aspirations of the modern Greeks are naturally extensive. After the union with the Ionian Islands, under King George, they received another large gift—Thessaly and a part of Epirus.

This most important acquisition was naturally desired intensely by Greek statesmen, for the rich district of Thessaly was not merely inhabited by Greeks, but contained the mountains so famous in classical literature, Pelion, Ossa, and Olympus, with the lovely Vale of Tempe. At the Congress of Berlin, after the Russo-Turkish War of 1877–8, the cession of Thessaly and Epirus had been proposed by the eminent French statesman, William Henry Waddington, later well known in London as ambassador from 1883–93. The Powers were sympathetic; Greece indeed had some claim both upon them and the Porte, for her self-restraint in not taking part against Turkey in the late war. Article XXIV of the Berlin Treaty (July 13, 1878) clearly contemplated the cession of

Thessaly as imminent, and stated that in the event of the Sublime Porte and Greece being unable to agree, the Powers 'reserve the right to offer their mediation to the two parties to facilitate negotiations'. After a great many difficulties had been met, the Porte was induced on May 24, 1881, to cede to Greece the territory from the defile of Karalik Dervéni (just north of the Vale of Tempe) westwards to the river Artinós; the frontier line from this point ran down the river to the gulf of Arta. Poúnta, the extreme northern point of the southern shore of the gulf of Arta, which had been left to Turkey in 1832, was now ceded to Greece. Préveza, the opposite point on the northern shore, and all Epirus west of the river Artinós, remained Turkish.

No further accessions of territory took place till 1913. In 1886, when the Principality of Bulgaria united Eastern Roumelia to itself, there was great excitement in Athens, and the Greek army was mobilized in order to gain compensation from Turkey for the increase of Bulgaria. But the Powers would not agree to this. An Allied fleet under Vice-Admiral H.R.H. the Duke of Edinburgh (who twenty-four years earlier had been elected king by the Greek people) blockaded the Greek coast. The excitement then subsided, and Greece, under the Premier Charílaos Trikoúpes, entered upon ten years of peaceful economic development. About 1,500 miles of road were constructed, and the important railway from the Piræus to Lárisa was begun and partly constructed. The schemes of development, however, were carried on rather quicker than the resources of the country justified, and when Trikoúpes retired in 1895 the Government could not meet its creditors. The war with Turkey two years later completed the financial difficulties of the State.

The war of 1897 with Turkey was, curiously enough, the first time that regular hostilities had taken place between Greece and Turkey since the War of Liberation. So far the Powers had prevented war. In 1897 they failed to do so. An insurrection had broken out in 1896 among the Christian population of Crete, which was still at that time under

Turkish government. The cry for union with Greece was again raised in the island. Public opinion in Athens was fervently in favour of intervention, and a Greek flotilla and soldiers were sent to occupy the island and to proclaim King George there. The Turkish Government mobilized its army on the Thessalian frontier ; the Greek Government did so too. Colonel Vásson, the leader of the Greek expedition, landed in Crete, and on April 17 Turkey declared war. The war lasted thirty days. Turkish troops forced the Meloúna pass in Thessaly, and occupied Lárissa. Another victory at Domokó and the retreat of the Greeks left the way open through the Phoúrka pass to Lamía. The Greek invasion of Epirus was stopped at Pentepegádia. The navy, which was decidedly superior to the Turkish, was scarcely utilized at all. The Turks occupied Thessaly. On May 9 the Powers induced the belligerents to sign an armistice, and on December 4 peace was signed. Turkey evacuated Thessaly except a few tiny strips, which, however, included the strategically important village of Kalamáki on the Peneios ; in addition the Porte was promised an indemnity of £T.4,000,000. As a result of the war, the service of the Greek Debt was put under an international commission of control.

(e) *Balkan Wars of 1912-13*

The next great landmark in the history of Greece is the outbreak of the First Balkan War, which was immediately followed by the Second. Some observers call the present war, so far as it is going on in the Mediterranean area, the Third Balkan War. There are certainly causes and motives, arising out of Near Eastern affairs, common to all three struggles. Before the First Balkan War Greece made great strides in economic prosperity ; her mercantile marine flourished and her foreign commerce increased. Nevertheless life at home, particularly in the capital, was very troubled. A continual and sometimes violent nationalist agitation was always working to force the hand of the Government, on the one side, for instance, of the classical Greek tongue in Church

and State, and on the questions of Crete and Macedonia. The two potent forces which most agitated the surface of public life were the University of Athens and the officers of the army, who finally formed themselves into a Military League in 1909. Against these forces the Government found great difficulty in maintaining its independence.

Crete, 'the great Greek island', had been captured by the Turks from the Venetians in 1669. In the first half of the nineteenth century it had the reputation of being the worst-governed province in the Turkish Empire. Insurrections occurred frequently, until, in 1868, the Sultan granted the famous Organic Statute giving the island a certain degree of autonomy, native officials, and an assembly representative of the population, of whom less than one-third was Mohammedan and the rest Orthodox Christian. Article XXIII of the Treaty of Berlin engaged that 'similar laws adapted to local requirements . . . shall be introduced into the other parts of Turkey in Europe'. Crete, however, remained alone in its autonomy. The administration did not prove satisfactory, and there were more insurrections, with demands on the part of the islanders for union with Greece, till in February 1897 the Government at Athens sent Col. Vássos' expedition to occupy the island in the name of King George. An international fleet, however, was sent by the Powers to keep the peace. The Turkish governor had fled during the insurrection, and none has since returned. During the Greco-Turkish War of 1897 the Powers intimated to each belligerent that Crete would not be united to Greece, but that it would have complete autonomy under the suzerainty of the Sultan. Austria and Germany, who inclined to the Turkish view of the question, withdrew from the Concert as regards Crete in 1898, and the four Powers—Great Britain, France, Russia, and Italy—then offered the post of High Commissioner to Prince George, the second son of the King of Greece. Prince George held office till 1906, during which time Elefthérios Venizélos became known as the ablest of the native politicians. The next High Commissioner was the

ex-Premier Alexander Záimes. When on October 3, 1908, Austria announced the annexation of Bosnia and Herzegovina, and when Prince Ferdinand of Bulgaria threw off the suzerainty of the Sultan on October 5, the Cretans felt their time had come too, and once more they proclaimed the union with Greece.

A year later in connexion with these events M. Venizélos came from Crete to Greece, which has been since then the scene of his labours. Politics at the time were being managed by the powerful Military League, which took upon itself to speak for the people as against the professional politicians or Government. The Government would take no action with regard to Crete. The Military League began to make and unmake ministers. Since the unsuccessful war of 1897 the royal family had become unpopular, and the League demanded that the Crown Prince should be dismissed from his post of Commander-in-Chief. At this time a number of members of the League seized Salamis, but were ousted after a brief bombardment. The royal princes, however, resigned their commissions in the army at the demand of the League. At the same time the League invited M. Venizélos to Athens. He came and King George adopted him as his chief adviser. At the general election of 1910 Venizélos gained a great majority in the Chamber. The Cretans desired to send members. Out of considerations of foreign policy this was not allowed. When, however, the First Balkan War was on the point of breaking out, the Greek Government permitted Cretan deputies to sit in the Chamber at Athens. At the end of the First Balkan War Turkey ceded Crete with other provinces to the Balkan Allies by the Treaty of London, May 30, 1913, and the island fell to Greece as part of her share.

In 1908 the Balkan peninsula, which had never been quiet, had become more agitated probably than it had been since the coming of the Turks. At first the agitation seemed to promise progress and further stability for the unhappy countries, and indeed, in certain directions, real progress was made. In other directions only disappointment and bloodshed followed.

In July 1908 the Sultan Abdul Hamid was forced by the Salonica Committee of Union and Progress to restore the Constitution of 1876. Two months later the complete independence of Bulgaria was proclaimed by Prince Ferdinand, who took the mediaeval Bulgarian title of Tsar (October 5). On October 3 Austria-Hungary, as already observed, had, in contravention of Article XXV of the Treaty of Berlin, annexed Bosnia and Herzegovina, which she had administered since 1878. The proposed union of Crete with Greece became more and more imminent; while at the same time the Government of the Young Turks, being resolved to revive the fortunes of their fallen country, began to curtail the privileges of the regions which were still left to them in the European sphere, Macedonia and the islands of the eastern Mediterranean. Against the strong 'Ottoman' policy which the Young Turks were beginning, the Balkan States began to draw together for what it was hoped would be one of the last episodes in a struggle that had been going on for nearly five hundred years. The Alliance between Greece and Bulgaria was concluded on May 12, 1912. The Serbo-Bulgarian Treaty had been already concluded on February 29. The text of the Serbo-Bulgarian Treaty, which has been published, contemplated (according to Article II) the likelihood of war with Austria, rather than Turkey. The Greco-Bulgarian Treaty, however, in May, contemplated war with the Porte. The continuance of misgovernment and bloodshed in Macedonia made it difficult for the Greek Government to keep the peace, more especially as Turkey assumed a threatening attitude against Greece's action in the Cretan question. The Italians meanwhile, since September 26, 1911, had been engaged in war with Turkey for Tripoli. This war ended on October 18, 1912. On the same day Greece declared war on Turkey with the object of forcing the Turks to grant reforms in Macedonia similar to the Organic Law of Crete, as promised in 1878 by Article XXIII of the Treaty of Berlin. M. Venizélos had succeeded in arranging for co-operative action by his own Government, by Serbia, Bulgaria, and Montenegro.

Thus the momentous but short-lived Balkan League came into existence.

The First Balkan War, in which both the army and navy of the Greeks were successful, was terminated by the Treaty of London, May 30, 1913, by which Turkey ceded to the Balkan Allies all her territories in Europe (except Albania) west of the line Enos-Midia. The Second Balkan War, between Bulgaria on the one hand and Greece and Serbia on the other, resulted in a partition of the ceded territory by the Treaty of Bucharest, August 10, 1913, which gave to Greece southern Macedonia, Salonica, and Chalcidice. In order that Greece and Serbia should be able to maintain their respective accessions, these two States concluded a defensive alliance, agreeing to supply 150,000 troops to each other, if an attack was made upon the position in Macedonia as settled by the Treaty of Bucharest.

The first king of modern Greece, George I, was assassinated at Salonica on March 18, 1913, and was succeeded by his eldest son, Constantine.

Many people felt that the time immediately succeeding to the Balkan Wars was only a breathing-space. The relations between Greece and Turkey continued to be strained, and war was threatening between the two countries when the European war broke out in August 1914.

CHAPTER IV

ETHNOLOGY

Introduction — Greeks — Albanians — Vlachs — Turks — Other races — National character and aspirations.

INTRODUCTION

THE Greeks, or *Héllenes* as they call themselves, are descended from the Greeks of classical times mingled with Roman, Slav, and Albanian elements, with a slighter infusion of Frankish, Italian, and other strains. But amongst them is a pure Albanian element, speaking Albanian among themselves, and forming perhaps one-twelfth of the population of Old Greece. This element is found principally in eastern Boeotia, the country districts of Attica and the Isthmus of Corinth, southern Euboea, and Argolis; and in these regions they form the bulk of the population. The Albanians, who are probably representative of the ancient Illyrians, began to penetrate the country during the fourteenth century, and mixed with the existing population, and became completely hellenized. Later, after the suppression of the Greek rising in 1770, large numbers of Albanians were settled in Greece by the Turks, and it is their descendants who form the bulk of the Albanian-speaking population of to-day. All of them belonged to the Tosk or southern, and Christian, section of the Albanian people.

When they wish to distinguish themselves a Greek calls himself *Romiós* (i.e. Roman), who speaks *Romaíika*; an Albanian is called *Arvanítes* and speaks *Arvanítika*. Both alike call themselves Hellenes, i.e. Greeks of the kingdom of Greece.

GREEKS

The modern Greeks are a mixed race. Their descent, in some rather undecided measure, from the Greeks of the

classical epoch has proved a national asset of great value, and they resent any expression of scepticism regarding the legitimacy of their claim to such illustrious ancestry. The view is now generally held that the basis of the population, both in the Peloponnese and in the mainland, is certainly to be regarded as Hellenic, i.e. the modern Greeks may be considered as in the main the descendants of the population occupying Greece during the earlier centuries of the Christian era. On the division of the Roman Empire into two halves, Eastern and Western, with Constantinople as the capital of the latter, Greek its common language, and Christianity the religion of the State, the name Roman was adopted by the inhabitants (hence Romiós, Rumelia, and the Turkish name for the Greek Empire, Rum), and the name Hellene came gradually to be confined to those Greeks who did not become Christians, and finally was synonymous with Pagan. 'Hellas' and 'Hellene' were revived again at the beginning of the modern kingdom under the influence of Koraës and the classicists (see above, p. 56).

Upon those Romioi who lived in Greece descended various waves of other races that must have profoundly affected their composition. It is believed that invading Slavs and Avars had effected settlements towards the south of Greece in the end of the sixth and beginning of the seventh century. In A.D. 747 Greece was devastated by the bubonic plague, whereupon the Slavs, in considerable numbers, and probably mingled with other peoples, passed into the depopulated lands and colonized them. The Greeks remained in possession of the towns, although many emigrated to Constantinople. It is very probable that a large part, perhaps the majority, of the population of the eastern Peloponnese was for a certain time constituted by the Slav immigrants; but their numbers were reduced by war, malaria, and plague; and it seems certain that the Slavs had disappeared as such after a few centuries except in a few parts, as the mountains of Arcadia and Laconia, where some maintained themselves as a separate element until the fifteenth century. The Slavs had made

their footing most secure in the Peloponnese ; but Patras, Corinth, and the Aegean Islands remained free from them. In the centre and north of Greece Athens, and Attica generally, escaped much Slavonic admixture ; but traces of their settlement are found in Boeotia, Atalánte, Phocis, and, to a less extent, in the western provinces. The Hellenic element must have been numerically predominant to absorb the Slavs as completely as it did. To-day, outside of place-names and a few customs and traditions, the only remaining trace of the Slav intrusion is the Slavonic type of features occasionally met with, especially among the peasants of Arcadia. (For the early Albanian invasions which mixed with the Greek stock see below.) Tradition has claimed for certain particular districts a more direct survival of the old Hellenic inhabitants. The Mainotes claim to be the lineal descendants of the Spartans, and are probably of the race of the *Perioeci* of Laconia, who occupied the maritime country, while the Spartans proper were for the most part established in the better land in the interior. The Mainote dialect abounds in Doric forms of expression, and is akin to that of the Cretan Sphakiotes, who are held to be of Dorian origin. The Tzakonians (1,500 families in 1892), who occupy the mountain district bordering the western shore of the gulf of Nauplia, between Ástros and Leonídi, are generally considered to preserve still more strictly than the Mainotes the characteristics of the Dorian dialect.

In spite of this mixture with other races the Greeks still remain distinctly true to their original Mediterranean ancestry. Modern Greeks have appreciably broader heads than those of the ancient Hellenes. Long-headedness is most prevalent in Thessaly and Attica, while broad-headedness, very characteristic of the Albanians and southern Slavs, is more accentuated towards the north, especially in Epirus. About Corinth also, where Albanian intermixture is common, the same peculiarity appears. The Peloponnese has probably best preserved the early long-headedness, and in Thessaly also the heads of modern Greeks are much as in classical times.

The Greek face appears to be distinctly orthognathous, i.e. with a vertical profile, the lower parts of the face being neither projecting nor prominent. The face is generally smooth, oval, rather narrow and high, especially as compared with the round-faced Slavs. The nose is thin and high, perhaps more often finely chiselled and straight in profile, in some respects recalling the facial type of ancient Greek statuary. The teeth are regular, and the eyes remarkably bright and animated.

Whatever may have been the case with the ancients, who expressed great admiration for blondness in heroes and deities, the modern Greeks are strongly brunet in all respects. Among the Albanians light eyes are quite common. Fair hair and blue eyes are met with in the centre and south of the Peloponnese and in Crete. In stature Greeks are intermediate between the Turks and the Albanians and Dalmatians. The peasants are as a rule well made, though slightly built, and rather meagre; their body is graceful, and they are supple in movement. The urban population is physically very inferior. The best physical types of the race are found in Arcadia, in the Aegean Islands, and in Crete. The women sometimes display a refined and delicate beauty, which, however, disappears at an early age; except for a small proportion, women are overworked and consequently acquire stunted figures and tanned complexions.

ALBANIANS

A most important element in the population of Greece is formed by the Albanians, called *Arvanites* by the Greeks, *Shkypetars* or *Skipetars* (i.e. Highlanders) by themselves. Their language they call Shkyp. The Albanians are probably the genuine representatives of the ancient Illyrians, who were perhaps of the same stock as the Macedonians. The first appearance of their name in history dates from the eleventh century. The first Albanian settlements in Greece that are definitely known occurred in the fourteenth century. The

principal migration took place towards the eastern part of continental Greece. Albanians established themselves in Attica and Boeotia, which had then a scanty population. Others went towards the south and established themselves in Argolis and about Corinth. It was these Albanians who later formed colonies, still represented in some isles of the Archipelago. Albanians actually occupy in continental Greece the greater part of the country districts of Attica, Boeotia, and Mégara, with the island of Salamis. The Albanian element is also found in the north of the Peloponnese, where it inhabits the lower maritime parts of Corinth, the plain of Argos, and the eastern extremity of Argolis, as well as the islands of Hýdra, Spétsai, and Póros. It is also met in the eastern part of the Peloponnese, above all in the mountains of Andrítsaina. In the Archipelago, in addition to the islands already mentioned, it is found in the southern part of Euboea, where it constitutes the majority of the inhabitants, as well as in the northern part of Andros. A late and considerable Albanian settlement arose in 1770 from the employment by the Porte of Albanians to suppress an insurrection. After accomplishing their task the Albanians settled on the land, in spite of the obstinate resistance of the Greeks. With a few exceptions the Albanians in Greece retained their Christian faith after the Turkish conquest; the inhabitants of the plateau of Kapéllis near Olympia and of the Bar-dounochória in Laconia, however, became fanatical Moslems, and have disappeared since the War of Independence.

The extension of the Albanian element must naturally have been carried out at some loss to the Greeks; but the Albanians were not numerous enough to justify the belief that any considerable part of the Greek population is of a graecized Albanian origin. The total number of Albanians was not supposed to exceed 224,000 in 1910. Some absorption of individual Albanians goes on in the towns, but in agricultural communities they are tenacious of their distinctive manners, customs, and language, and do not tend to intermarry freely with the Greeks. The fresh and somewhat

impetuous element introduced by the Albanians was a valuable contribution to the Greek population. The Albanians, whatever views may be held regarding their origin, constitute a distinct and well-individualized type. They count among them some of the tallest men known, and having the broadest heads. These characteristics have been attenuated by intermixture in Greece, but their square foreheads and broad faces are still often in striking contrast with the long oval faces of the Greeks. The welding together of the two elements has proved a difficult process ; but community of religious faith and a common danger have proved a bond of union. The final triumph over the difficulties in the way of Greek independence was largely helped by the Albanians. As regards the sentiment of nationality the Albanians are proud to regard themselves as Hellenes ; but the process of their absorption, scarcely begun till after the establishment of the kingdom, has been somewhat slow ; all the men now speak Greek, but Albanian is still the language of the household. The Albanians, who are mainly occupied with agriculture, are less quick-witted, less versatile, and less addicted to politics than the Greeks of the towns ; but they are a vigorous and manly race, making good soldiers and excellent sailors.

VLACHS

The Vlachs, who call themselves *Arumani* (i.e. Romans), form another non-Hellenic element in the population of Greece. Vlachs are found widely scattered over the more mountainous and remote parts of the Balkan peninsula from Acarnania on the south to the mountains of Albania, Dalmatia, Serbia, and Bulgaria. In Greece one of their chief districts in the south is along the wooded slopes of northern Pindus between Epirus and south-western Macedonia. As soon as summer ends most of the inhabitants move down to the plains with their flocks, and for the six winter months there is a large Vlach population living in the plains of Thessaly and Macedonia ; Veleshtino then becomes almost

a Vlach town, and numerous Vlach families take up their abode in Tríkkala, Lárisa, Elassóna, &c. In Acarnania there is a group of six villages of *Farsherots* or *Arvanitó-vlachoi* (i. e. Albanian Vlachs). These villages are fully inhabited during the winter; in summer the inhabitants go up into the southern part of Pindus with their flocks. These Acarnanian shepherds mark the southern limit of the Vlach communities. To the north of them and about the sources of the Aspropótamos is another group of Vlach villages, which joins an extensive group that reaches northward to Métsovo and spreads widely to east and west over the higher slopes of Pindus. In the Thessalian plains there are large Vlach colonies in many of the towns and villages, but only a few hamlets in which the population is exclusively Vlach. In southern Thessaly in Halmyró and a few hamlets the Vlachs are Farsherots. But by far the larger number of the Vlachs in Greece live in the new territories, in western and southern Macedonia.

The language of the Vlachs is a dialect of Roumanian, and the occurrence of the islets of Roumanian speech so far removed from what would appear their natural base has puzzled all observers. Some believe that the Roumanians and Vlachs were separately romanized *in situ*; others that the Vlachs were colonists from Dacia in the ninth and tenth centuries (see *Handbook of Roumania*, Chap. IV). The Vlachs are probably descended from the latinized provincials of the Roman epoch—a fusion of Dacian, Moesian, and Thracian strains with Roman colonists—who took refuge in the higher mountains from marauding tribes; or they may be the descendants of romanized hill tribes.

The word *Vlach* (*Βλάχος*) may be of a common origin with our *Welsh*, but that is not certain. It has come to be synonymous with 'shepherd' in modern Greek, and is even applied to Greek and Albanian herdsmen in the Morea. The Greeks distinguish the inhabitants of Wallachia proper by the name of Black Vlachs (*Μαυρόβλαιοι*) from the Vlachs; These latter they call the Kouítso Vlachs (*Κουιτσοβλαιοι*),

i. e. Lame Vlachs, either from their 'lameness' in the Greek tongue, or in the sense, which *koútso* will also bear, of 'cut-off', since the Koútso Vlachs are separated from the population of Wallachia.

The Vlachs form an interesting element in the population. They still for the most part lead a nomadic shepherd life, arranging their migrations so as to reach the greatest altitudes during the summer heats, and the lowest levels in mid-winter, when they pitch goat-hair tents and form their *mándres* or sheepfolds. Their villages are in the mountains, and are almost entirely deserted during the winter months. The Vlach shepherd is accused of being generally rather hostile towards the settled Greek population and of disregarding the law; indeed the Greeks are inclined, and apparently with some justification, to attribute to them most of the acts of brigandage which used to discredit the country. The Vlach shepherd is also said to be the chief cause of deforestation, owing to forest fires started by him, and to his goats eating the young shoots and bark.

The Vlachs act as carriers or muleteers; some go out as artisans or shopkeepers; some manufacture frieze cloth; the more skilled among them are the principal makers of the rough jewellery used by Greeks and Albanians, and excel in the chasing of silver. The women cultivate the land and spin the thread and weave the linen required for domestic use. The Vlachs of the towns have been almost completely hellenized, and display great aptitude for commerce. The more prosperous are found as merchants in various parts of Europe. The Vlach nomads cling to their own manners and customs, and, while they occasionally take Greek wives, are said never to give their daughters to Greeks. Many of them are illiterate, and they are on that account regarded rather disdainfully by the Greeks, by whom *vláchos* is used in the sense of 'ignorant rustic'.

The Vlach on becoming a trader necessarily becomes more or less hellenized, and it is among the Vlachs alone that hellenism in the Balkans has made much progress of late.

From the time when they appear in history the Balkan Vlachs have been allowing themselves to be gradually absorbed by the larger peoples that surround them. Their numbers have been steadily but slowly diminishing, and they have helped this by their lack of national feeling, their dispersion, and their power of self-effacement. In the west they are becoming Albanians, and Greece has absorbed large numbers. A large proportion of the town population in Thessaly is of Vlach origin. Except some of the women, all Vlachs know Greek or Albanian.

The recent history of the Macedonian Vlachs has been complicated by political troubles. Like the Albanians, many Vlachs had contributed to Greek independence, and one might have anticipated a rapid and complete hellenization, since Greek was not only the language of the Church, but the only language commonly written. When, however, in the course of the nineteenth century Serbia, Bulgaria, and Roumania became independent, a national movement began among the Vlachs of the Pindus villages. This was originated about 1867 by the natives of Macedonia, but help was received from Bucharest, which became the centre of the movement. Roumanian elementary schools were set up in several of the Vlach villages, and higher grade schools were started in Yanina and Salonica. In 1905 the Vlachs were recognized by the Turks as forming a separate *millet* or nationality. This, however, brought no real unity, as they were too scattered, and their settlements too closely connected with Greece, to enable them to take a course of their own. The Vlach national movement was essentially educational. The political aspect it has at times assumed has been almost entirely due to the opposition which it has met. Greek opposition was at first confined to pressure exerted by means of the Church; but when in 1881 Thessaly, with its considerable Vlach population, came under Greek rule, the situation became more acute. The theory had been started in Greece that the Vlachs were racially Greeks who had learned Vlach, and the argument brought against Roumanian

schools was that they taught a foreign language and were financed and staffed by Roumanians and not by the Vlachs themselves. In recent years, however, most, if not all, of the schoolmasters have been Vlachs and not Roumanians. After the recent wars Roumania secured from all the Balkan States educational and religious freedom for the Vlachs and the continuation of the Roumanian schools.

Adequate anthropological observations regarding the Vlachs are lacking. The usual face is long, with a receding forehead, aquiline nose, and close-set eyes. The Vlachs are a race of medium size and slight build, often with a white skin and high complexion as contrasted with the olive tint of the Greeks. The hair is rarely black, usually dark brown, but sometimes quite fair, especially in youth; many of the children have fair hair, rosy cheeks, and blue eyes. There is considerable variety of type and features; some faces are clean-cut and refined, others are broad and heavy.

Estimates given of the numbers of the Vlach population are exceedingly uncertain. A Greek estimate made before political troubles began puts the total number of Vlachs at 300,000; later Greek estimates give usually a much lower figure. Roumanian estimates are from about 850,000 upwards. A foreign observer, who studied the Vlachs closely, puts the total number of Vlachs in the peninsula at 373,520; this is probably an underestimate. Including all who learned Vlach as their mother tongue an English estimate of 1914 puts the total at not less than half a million. Of these not more than 50,000 are permanent inhabitants of Old Greece.

TURKS

During the two centuries which followed the Ottoman conquest of Constantinople the Greek nation sank to its lowest point in civilization and numbers; a tribute of Christian children was levied in every village, and a fifth of the male population between the ages of six and nine was regularly carried off to receive a new religion and nationality. Those

who adopted the creed of their conquerors, as did a large portion of the inhabitants of Euboea, and subsequently of Crete, ceased to be Greek, and indeed became violently opposed to their Christian kindred.

From the time of the Ottoman conquest the question of nationality is largely merged in the opposition of creeds. The actual Turkish population in Greece south of Thessaly numbered about 70,000 before the War of Liberation, but largely disappeared in the course of the struggle or emigrated at its conclusion. The Turks found in Thessaly are mainly descended either from colonists established in the country by the Byzantine emperors or from immigrants from Asia Minor, who arrived at the end of the fourteenth century; they derive their name, Konariots from Konia (Iconium).

OTHER RACES

The other elements in the Greek population are of minor importance. The destructive invasions of the Goths in A. D. 267 and 395 introduced no new ethnic features, and the various races which have obtained partial or complete mastery in Greece—Franks, Venetians, Turks—contributed no appreciable ingredient to the mass of the population. After the Frankish conquest of Constantinople in 1204 Franks established themselves in the Peloponnese and in continental Greece. The Venetians occupied the greater part of the islands, but the numbers of Franks and Venetians were small, and difference of communion prevented marriage with the people of the country. Accordingly, even after two centuries, the Franks still remained practically segregated, and, at the end of the fifteenth century, had for the most part disappeared. A few who had adopted the native form of faith fused with the indigenous population, as happened with the Franks of Arcadia. A considerable Italian element had been introduced into the Ionian Islands owing to their prolonged subjection to the Venetian Republic. Italian became the language of the upper classes, and Roman Catholicism the State religion.

There was a good deal of intermarriage with the Greeks. The peasantry, however, retained the Greek language and the cult of the Eastern Church. In Crete, which the Venetians held till 1669, they left little mark, but in Ténos it is due to their influence that Roman Catholicism is still the religion of a large number of the inhabitants. In other islands they have disappeared as a distinct element. In Naxos, Théra, Chios (long held by the Genoese), Corfu, Cephalonia, and Zante small Latin communities—Italian, French, Spanish—have preserved themselves.

NATIONAL CHARACTER AND ASPIRATIONS

The salient features in the vicissitudes through which the population of Greece has passed is the assertion of the Hellenic element, which absorbs, assimilates, and stamps the heterogeneous elements accruing to it; and the conclusion appears tolerably certain that through everything it must have survived in large numbers and very successfully preserved its vital characteristics. The Greeks of to-day form a nation of considerable homogeneity and are among the most intelligent and industrious of south European peoples. They devote themselves most willingly, and with conspicuous success, to such pursuits as commerce and navigation, and also to agricultural and pastoral occupations. Much industry and activity are displayed by them wherever the means of communication efficiently subserve the development of the country, and where malaria has not such a hold as seriously to impair the vigour of the inhabitants.

It has to be recognized, however, that the religious observances of the country are not favourable to the development of industrious habits owing to the great number of fast-days, on which the nourishment is insufficient to sustain men engaged in hard labour, and of feast-days, on which it is not lawful to work at all. The Greek peasant, moreover, for many centuries lived in an oppressed condition, which made him indifferent to a poor standard of life and to some extent

sapped his natural energies. On the other hand, the desire for instruction is intense, even in the lowest ranks of the community, and the number of people who qualify for the learned professions is very great. Rhetorical and literary accomplishments have a greater attraction than science. The Greeks display great intellectual vivacity; they are clever, inquisitive, quick-witted, and ingenious, but not profound. In disposition they are lively, cheerful, and hospitable, and are kindly to dependants. In their intercourse with strangers they are usually friendly and civil, though generally evincing much curiosity. They can be tactful, affable, and plausible, and are found to be genuinely sympathetic.

The Greeks are an excitable people; their passionate disposition is prone to take offence at slight provocation, but this seldom leads them to acts of physical violence.

They are frugal, thrifty, sober, and, especially in the country districts, a chaste people. In spite of his limitations the Greek peasant is alive to his own interests and is steadily improving his condition, though economic conditions and a natural restlessness send large numbers to the towns and to foreign countries. The Greeks are intensely democratic in spirit. A few families descended from leaders in the War of Independence enjoy a certain distinction, but wealth and political or literary eminence are recognized as the principal claims to social consideration.

Politics is an open career, and appeals intensely to Greek tastes. The different political parties are constituted not so much by any definite principle as by the personal influence of the leaders; defections are common, and deputies make their terms with the party chiefs. Nevertheless there are no well-organized caucuses, and the Government cannot count on securing a majority by official pressure at the elections. The Greeks tend to despise all sentiment except patriotism, but are enthusiastic in the pursuit of their national ideals. These ideals are inspired from two sources—classical and Byzantine Greece. Knowledge of and enthusiasm for the

former are due entirely to the revival of classical learning at the beginning of the nineteenth century, and the desire of the modern Greeks to insist on their descent from the ancients. But the Byzantine is a living tradition : songs are still sung of the last Greek emperor ; the Turks and the Bulgarians are the hereditary enemies ; above all, the long history of the Church is closely bound up with the Byzantine Empire and the capital Constantinople. There were many who urged that King Constantine should have been styled Constantine XII, to show that he was regarded as the successor of Constantine XI, the last emperor, who fell at the capture of Constantinople in 1453. Consequently, the desire of Greece to extend its boundaries to wherever Greeks live, the *Megále Idéa* or Great Idea, has not only a nationalist, but also an historical, basis, however clearly most Greeks may see that its full realization is not practicable. No one can understand Greek national aspirations who does not realize the importance of these two influences—classicalism and the Byzantine tradition.

CHAPTER V

SOCIAL CONDITIONS

General characteristics—Country life—Town life.

GENERAL CHARACTERISTICS

Introduction

ALTHOUGH not so distinctly a 'peasant State' as, say, Bulgaria, Greece is predominantly agricultural. Two-thirds of the population are engaged in agriculture; of the rest a large portion are fishermen or seamen. The industrial part of the population, although increasing, is still very small.

Accordingly, in considering the type of the modern Greek one must not lay too much stress on the Greek merchant who is found abroad, or on the citizen of Athens with his intense interest in politics and in things intellectual. The mass of the Greek people is not urban at all, or much influenced by the rest of Europe. They are a simple, hard-working people, accepting their lot in life just as they find it, somewhat inclined to melancholy, and still rather superstitious.

The Greek people as a whole looks upon itself as being apart from the peoples of western Europe. These it classes together as Franks, a name which has a very ominous sound in Greek history. After classical times the history of Greece is the history of the Byzantine Empire, which had its centre at Constantinople; after the collapse of the Empire came the long period of Turkish misrule. For this or for other reasons there is still something of an Eastern atmosphere about life in the country in Greece; and something of the sort may be noticed even in Patras, perhaps the most westernized town of Greece. A suggestion of the East is conveyed in the vagueness which obtains in men's minds with regard,

for instance, to the time of railway trains—when they depart, and when they arrive. It is conveyed, to a certain extent, by rural table-habits, such as eating out of a common dish ; there is some reminiscence of the East, too, in the comparatively small share which women take in the social life of Greece. In the Maina, where there was never any Turkish population, the seclusion of women is customary. In the main towns of Greece, as might be expected, Western modes of life, with certain modifications, have been adopted, particularly by the upper classes.

The Greeks are among the most democratic of peoples. There are no titles of nobility ; wealth and power, though influential, do not command an attitude of servility. The absence of class-distinctions must always be borne in mind by a Western traveller ; he may be expected to sit down at the table of his host, who may be the local doctor or demarch, with the muleteer who has conducted him to the village. The ordinary Greek, moreover, stands in awe neither of wealth nor of knowledge, and is ready to discuss subjects on which he has little experience with the greatest experts. In the army the position of the Greek officer seldom owes anything to adventitious circumstances, no difference being made between an officer of good family and the son of a peasant.

Inquisitiveness is sometimes said to be a national characteristic of the Greeks. It must be remembered, however, that no harm is meant by inquiries, and that the average Greek is as willing to give information as to receive it.

The idea of truthfulness among the Greeks is perhaps not quite the same as that of Western peoples, but they have a definite standard of their own. In asseverations of fact, there are certain oaths which no Greek would break ; there are other oaths which are not meant to be taken so seriously. Only an intimate knowledge of the people would enable a foreigner to distinguish all these. Although complaints of pilfering are made by travellers in this, as in other countries, the people are said to be very honest, and are hospitable and friendly.

The Greek is generally very suave in manner. It is very seldom that he gives a direct refusal to any request; he prefers to say: 'Not to-day' or 'We shall see if it can be managed'. In many instances this attitude may be traced to feelings of good nature, which incline the Greek to be agreeable with whomever he meets. Every Greek is proud of his country, and anxious that foreigners shall take away with them a good impression of his nation. He is correspondingly sensitive to criticism of his nation by foreigners.

Although Greece is essentially an agricultural country, the upper classes show no desire for country life and live almost exclusively in the towns. The Thessalian landowners live mainly in Vólo; other landowners in Athens. Their country-houses are sometimes left as farmsteads.

Family affection and family pride are among the most prominent traits of the Greeks. There are many historic families, whose traditions are carefully preserved, and these are highly respected by the people: such are the Mavromicháles, the Trikoúpes, the Záimes, the Mavrokordáto families, and others. The family is a strong bond. The tie of kinship is so closely regarded that the relation of godfather is regarded as one of consanguinity, and therefore as a bar to marriage. A man of wealth and influence may become godfather to individuals over a whole countryside.

The ordinary distractions of English life are in the main wanting. Active exercise is little cultivated, but swimming and gymnastics are the two forms of it which appeal most to Greeks; and football is rapidly becoming popular in Athens and other big towns. Greeks, even of the humbler sort, spend much time in cafés and restaurants, but with no bad results. Their beverages are not stupefying, and are supplemented by copious draughts of water. The usual refreshment is a small cup of black coffee, always accompanied with a glass of water. Sweet cakes are much eaten. When two or more persons drink wine or coffee together it is the invariable custom of the country that one should pay for all. The stranger so treated may order for the whole company either

immediately or as soon as opportunity offers. Cards occupy a great amount of time, the gambling instinct being very strong in all Greeks.

Dress

In the greater number of the Greek commercial and maritime cities ordinary European dress is preferred, but in the interior Greek national costume is still common enough. The most characteristic part of that costume is the *fustanella*. This is a kilt or short skirt, usually coming down to the knees and bound tightly round the waist by a girdle of silk or wool passed several times round the body. Some individuals compress their waists so tightly that they make an indelible dark-coloured furrow on their bodies and produce deformations of the liver and spleen. Above this girdle there is often a broad leather belt to carry arms, tobacco-pouch, &c. The body is further covered with a waistcoat and a jacket. The waistcoat, single or double-breasted, is made of velvet or silk. The jacket, which is the richest part of the costume, is made of cloth for winter use and of silk or some light stuff for summer; it is shorter than the vest, which it displays in front, and is covered with embroideries of silk, silver, and sometimes gold. Long sleeves hang loose and open behind the arms, but sometimes are dispensed with altogether. The thighs are covered with wide cotton or silk drawers. Stockings are made of the same material as the jacket. Shoes are of red morocco with turned-up toes, and the cap is red and shaped like a fez. During winter a white woollen mantle is worn.

This dress, simplified in various ways, is found over most of the Greek mainland and in parts of the Peloponnese. In the greater part of the Peloponnese, in some parts of the mainland, and in the south of Euboea the dress of the peasants consists of a shirt coming to their knees, a pair of short trousers, a vest similar to that described above, gaiters which sometimes cover the thighs, and a handkerchief round the head. The peasants of the Peloponnese wear in winter

woollen trousers fastened over the shirt, and a short, thick woollen (or among the shepherds goatskin) mantle. It is this dress which is regarded as the true indigenous costume, the one first described above being really Albanian and not Greek in origin. The islanders of the archipelago wear an entirely different costume. In addition to a shirt of cotton or linen, and a pair of wide drawers, it is composed of very wide, pleated trousers usually made of cotton for everyday use or occasionally of cloth, and kept in position by a long silken girdle, a short woollen vest, and a jacket. Most of the inhabitants wear moustaches, but the beard is usual only among priests and mourners. Of female costume there are very many local varieties.

Food and Drink

In the towns bread is usually made of wheat; in the villages it is made of barley (more rarely of barley mixed with wheat), but also of wheat alone in some localities. It is to be noted that the use of barley bread is becoming steadily more restricted. The bread is generally unleavened.

Apart from bread the nourishment of the peasant is usually composed of fresh or dried vegetables, as a rule in soup, or of herbs seasoned with oil, unless on days when the Church forbids its use. Cheese, the caviare of salted fishes, especially herrings, sardines, &c., and more rarely of fresh fishes, are eaten. The use of flesh is very restricted, and the meat eaten is generally mutton or chicken. In some districts, as Boeotia, Messenia, Phthiotis, the peasant eats meat once or twice a week, but in other parts, as in Théra, Corfu, &c., he does so only a few times in the year. On the chief feast-days it is a common custom to cook an entire lamb on the spit before a large fire. The oxen are generally very lean, being used for agricultural labour and killed only at an advanced age. Pork is eaten during the winter only. The peasants raise fowls only for sale, or for their eggs, which are also sold. Milk products (except cheese) are common only with the better

class in pastoral districts. The milk drunk is generally goat's milk, either fresh or curdled (*giaoúrti*). The production of butter being very limited, it is almost everywhere replaced by olive-oil, which is consumed in large quantities.

In the towns the food of the lower classes does not differ much from that of the peasants; but they generally eat less of herbs and salt fish, and make more use of meat, fresh fish, and all sorts of hot foods. Among the better classes meat, chiefly veal or mutton, is eaten at least two or three times a week, rarely every day.

Over the greater part of Greece there are two principal meals, at mid-day and in the evening—in summer about sunset, and in winter one or two hours later. Generally the principal meal is that of mid-day, but in the case of industrial labourers, merchants, and occasionally agriculturists, obliged to remain from home during the day, the evening repast is the chief. The meals even of people in easy circumstances have seldom more than two courses.

The food of the people is to a large extent regulated by religious observance. The total number of days on which the use of meat, eggs, and milk foods is not permitted amounts to about two hundred per annum.

The drinking of wine is universal. The peasant makes a very moderate use of it, even in vine-growing districts. The ordinary wine of Greece, partly to increase its keeping-power, partly to give it a certain taste, is mixed with resin (*retsínato*).

Festivals and Religious Customs

The attention paid by Greeks to the festivals of the Church has already been noted (p. 83). The most important ceremonies of the people are those of marriage and death, and the annual fair (*πανήγυρις*) held on the day of the saint to whom the local church is dedicated. On the eve of the saint's day the inhabitants troop in from the country around, with their musical instruments and their stocks of provisions. The fair is held after mass next morning. Whole lambs are

roasted, and wine is consumed in quantities, though rarely to excess. The rest of the day is spent in dancing, in visiting, in listening to the musicians and rhapsodists, or in making purchases at booths. Of similar festivals the most curious are those held at miracle-working shrines, [such as the great Panégýris celebrated twice a year in the island of Ténos, to which the sick and maimed are brought from all parts of Greece and even from the orthodox parts of Turkey. Others are merely viewed as holidays.

Marriage is very largely a matter of contract and arrangement, and is regulated by very strict customs. Sons are not supposed to marry before the daughters; and the daughters are expected to marry in order of seniority. The brothers contribute with the parents to the dowries of the daughters, and devotedly provide the whole if the parents are dead. The wedding banquet is an important function, and in northern Greece and Epirus is commonly protracted through the whole night. Wedding gifts of a practical kind are always offered. Mixed marriages are rare in the rural districts, Greeks, Albanians, and Vlachs each keeping to their own folk.

With regard to death there is a great deal of characteristic sentiment and custom. Upon the first Saturday in Lent every one flocks to the cemeteries, and wreaths are hung on the graves by the relatives of the dead. In Athens a mass is performed at the grave of the patriot Michael Totsítsas. The most ancient usages connected with interment are no longer to be found in the capital. The custom of breaking an earthenware pitcher on the step when a funeral procession leaves the house is still fairly common in the provinces.

A number of curious ideas and superstitions are still living among the people in Greece, and in the greater number the connexion with the old pagan mode of thought is apparent. Such superstitions constitute a genuine popular religion. The Church is a national institution which is a disciplinary rather than a spiritual force.

The Greek child is supposed at birth to be surrounded by good and evil spirits on the look-out to secure the control of his destiny. From sunrise to sunset the outer doors must be kept closed for fear of the fairies (*νεπαίδες*, the ancient Nereids), who are anxious to exchange one of their own offspring for the human child. Soon after the birth appear the Fates, still known by their ancient name of Moirai, who determine the fortunes of the child's life. They are conceived as wrinkled old women dressed in black, who inhabit mountain tops, and, according to one tradition, the summit of Olympus. They may be expected on the third, fifth, or seventh night after the birth. In Epirus a distinct function is assigned to each: one bestows fortune, another misfortune, while the third spins the thread which determines the length of life. The manner of receiving them is always the same. Superfluous furniture must be removed lest they should trip, and dogs must be tied up.

There are many popular superstitions connected with salt, the domestic fire, and other things. The belief in the evil eye also prevails; amulets are worn and prayers used in the church against it.

Local Patriotism

The Greeks are and always have been very clannish. To the stranger they are all Greeks, but he gradually finds out that to themselves they are Cretans or Mainotes or Agraphiotes or what not, and he learns in time to discern the very real distinctions of character, disposition, and mode of speech existing among them. It was a hard thing for the Greek kingdom to bring about a fusion of the liberated provinces, and there is still a strong feeling of local patriotism, which distinguishes even one valley or village from another. As a rule provincials stick together. It is often found that all the employees of some tradesman come from the same part as himself. Some trades tend to fall entirely into the hands of one set of provincials, as baking at Athens into the hands of the Epirotes, hotel-keeping into the hands of islanders.

Newspapers, &c.

The Greeks are perhaps the greatest readers of newspapers of any nation in the world. At the beginning of the war there were more than 300 daily, weekly, and monthly papers in the kingdom. In Athens 14 or 15 are published daily, even more on Sunday. They are primarily political sheets, that being the all-engrossing interest of their readers, and the leading articles are mainly concerned with party manoeuvres. The press is seldom abusive, not discussing the personal life of statesmen. Next to internal politics foreign politics form the chief staple of the press. With their slender resources few Athenian papers can afford foreign correspondents, but, as the European papers reach Corfu more than thirty hours before they arrive in Athens, it is the custom to have a correspondent there who telegraphs to the capital all the important foreign news. Daily telegrams are also received by the 'National Agency', subsidized by the Government and usually in the hands of its supporters. When the European mail arrives at Athens the foreign, and particularly the English, papers are scanned for news, which is published next morning. There is a keen interest in European affairs.

The *Ásty* is a Conservative organ; its London correspondence is exceptionally well informed. The *Néon Ásty* is a schism from the *Ásty* and always inclined to the opposite view. The *Kairoí* is the oldest Athenian daily newspaper. The *Skrip* and the *Emprós* are more popular in style. The *Akrópolis* cultivates a taste for general non-political articles, economic and social discussions. The *Athénai*, one of the best morning papers, was the organ of the late M. Theotókes, and has followed an independent line in the recent political struggles. The *Hestía* is the best evening paper; others are the *Astrapté* and the *Hesperiné*. An important paper is the *Néa Heméra*, up to 1910 published in Trieste, but then transferred to Athens. In the quarrel between King Constantine and M. Venizélos it was the most prominent royalist paper. The *Patris*, *Eléftheros Kósmos*, and *Hestía* are the chief Venizelist

journals. The *Kéryx*, published weekly, formerly a Cretan paper, was transferred to Athens after M. Venizélos became Premier, and has since been the semi-official organ of the Liberal Party. The *Krátos* caters especially for those Greeks who live outside Greece. Eminent professors are among its contributors, and it is a very serious exponent of Pan-Hellenism. Many provincial towns have daily papers (Salonica has several); others have weekly papers. *Romeós* is the Greek *Punch*. There are a number of weekly journals, the best of which is the *Noumás*, a literary paper, the organ of the Demoticists or defenders of the popular language (see p. 110).¹

There are historical and learned journals, economic, legal, medical, naval, &c., and ladies' and children's periodicals.

Several papers appear in French. Of these the oldest is the *Messenger d'Athènes*, which treats of Greek affairs from an international standpoint. *Hellás Oikonomiké*, which appears weekly, is influential in financial circles.

There is one fortnightly illustrated literary review, the *Panathenais*, of high quality. Other literary, artistic, and scientific reviews are the *Íris*, the *Propýlaia*, and *L'Orient* (French), appearing once a month. There are two new political reviews, the *Meniaía Epitheóresis* (Liberal), which appears monthly, and the *Politiké Epitheóresis*, a weekly review, the organ of M. Ion Dragoúmes.

The *Near East*, a London weekly, has considerable political influence in Greece.

Public Life

The system by which a change of ministry involved a change of public servants prevailed until 1911, when M. Venizélos introduced a law abolishing it, and improving the status of civil servants.

Personal influence still has considerable weight in elections. The various political groups designate themselves by the names of their leaders, being in the main without a settled

¹ Some of these papers have recently (1917) ceased publication.

party programme. The instability of ministries has retarded useful legislation and checked national progress. During a parliamentary election the whole country is in a ferment, with Athens as the centre of disturbance and excitement.

One of the most costly claims upon a political candidate is the duty of standing godfather to the children of constituents, every godchild costing him from 30 to 50 drachmai at least. Some have as many as a thousand such god-children. Elections are apt to be costly affairs. A rich man is expected to spend freely; 25 drachmai a vote was said to be the cost at the Piræus, a very expensive constituency. Political committees very rarely pay a poor candidate's expenses. But, however anxious for office, no Greek Prime Ministers have been accused of enriching themselves at the cost of the State. Most of them have lived and died poor. There is a feeling and practice that the Ministry of Foreign Affairs should be bestowed upon a man of large means.

The influence of local particularist patriotism is very strong. Thus it requires some courage to include two men coming from the same region in the same ministry. An increase of the influence of local magnates has been noticed in recent years; in Maina, for instance, the most powerful of statesmen would have no chance against the local chief. There are no central party associations to keep a recalcitrant member in order by working on his local committee, and no 'whip' to keep him straight in the House. The Constitution says that a deputy 'represents the nation and not his constituency', but generally this is scarcely so in practice.

There is a tendency for the people to show a preference, *ceteris paribus*, for a man of old family as a party leader. Perhaps owing to a jealousy of fresh talent, where every one thinks himself just as competent to pronounce judgement on high questions of finance and foreign policy as any one else, it is not easy for younger men to force their way to the front, and the politician with the historic name is not easily displaced, the sentiment in favour of him introducing a certain conservative element into political life.

COUNTRY LIFE

Agriculture

The Greeks are, as a whole, one of the most hard-working of peoples. In some districts malaria has spoiled men's power of work, in others lack of communication impedes the economic life of the locality and depresses the peasant. In the more healthy districts and those which are fertile and endowed with good enough roads there is a great deal of activity, and a brisk commerce, chiefly in articles of food. In general, however, the rugged nature of a great part of the country and the rudeness of the agricultural implements make a large expenditure of labour necessary to obtain a comparatively small result. Were it not for the genial Greek climate and the frequent rests given by feast-days, the peasant might not be able to endure his labour on the poor diet to which he is normally accustomed. The most laborious of the peasantry are found in the Peloponnese.

In the cultivation of grain the prevailing methods are still somewhat primitive. In the large plains the two-field system of rotation is often found. Ploughing is done with oxen. Because of the moderate strength of the oxen, and the stony nature of much of the ground, a one-shared plough is used, practically identical with that of antiquity. The fields are sown either in autumn or spring, and harvested in June or July. Threshing is done with horses, mules, or oxen. In Thessaly reaping and threshing machines are used. The large landowners are said to show little interest in their estates, which are mostly administered by agents, who do not bear a very high reputation. A land-purchase act has been passed by the Greek Chamber, but has not yet been put into effect, largely for financial reasons. There is no agricultural bank in Greece, and the peasants are often heavily in debt to money-lenders. It is owing to agrarian difficulties that so many Greeks emigrate to America.

In the cultivation of currants, grape-vines, tobacco, and

fruit-trees, on the other hand, much more modern methods are employed and better results obtained ; and the currant-growing districts of the Peloponnese are among the most prosperous in Greece.

In spite of his backwardness in many ways the great thrift, not to say penuriousness, of the Greek peasant has enabled him, where favourable conditions of tenure prevail, to accumulate a good deal of money. However humble he may be he is quite likely to have a little plot of vineyard for home consumption, or to keep silk-worms, or to produce honey in hives of hollowed plane-trunks some 2 ft. high, and there is scarcely a cabin without an olive or fig-tree or two.

The amount that will suffice to support a peasant family is very small indeed. Their wants are supplied by what they can grow ; a few sheep furnish the wool which the women spin and weave, or they can get the materials from the shepherd in return for the bread-stuffs which they grow. In Euboea £10 a year will amply support a married man, and whatever he can make beyond this is saved ; and in a country where wheat fetches a good price it is not difficult for the peasant to accumulate considerable sums of money, if his land is fairly good.

The children of peasants begin early to occupy themselves with light work and get little schooling. In Arcadia, Euboea, and some other parts children, both boys and girls, of seven to nine herd the sheep, only returning home to get a fresh supply of bread. In many places young people do quite heavy work, and boys of fourteen or so are met with who work like men and have a well-developed muscular system. The more feeble children take to pastoral life or town trades and often even to learned professions.

Pastoral Life

Pastoral life in Greece is independent of agriculture. The flocks are pastured in summer on the mountains and in winter on the plains. The shepherds and their families come down from the mountains about the middle of autumn. In the less

mountainous districts and in most of the islands the flocks are pastured near permanent settlements. At the end of March the shepherds return to the mountains, having exhausted the pasturage afforded by the plains, where the spring vegetation lasts a very short time. The manufacture of cheese takes place during April, rennet being employed. Several shepherds join together at that time to share their various labours. When they separate, at the end of two months, they leave the care of their flocks to young shepherds, and then spend some time in agricultural occupations on the small properties which most of them possess. (See also the description of the Vlachs above, pp. 77 ff.)

Land Tenure

There are in Greece four classes of proprietors of land: (a) great landowners, (b) peasant proprietors, (c) monastic communities, (d) the Government.

(a) The great landowners are proprietors of one or more villages with the adjoining land. The peasants cultivate the fields, often with teams belonging to the landlords, to whom they have to give one-half or, in some districts, one-third of the produce. Most of these large estates are in Thessaly, Boeotia, and Acarnania. The majority of the villages belonging to these large estates are miserable in appearance, and the peasants are generally in debt and exceedingly apathetic. These large estates vary in size from 2,000 to 15,000 acres.

(b) Peasant proprietors own from 25 to 150 acres each. Many of the smaller townships and villages are inhabited by this class. The small owner is to be found all over Greece, and in the Peloponnese and the Aegean Islands almost to the exclusion of any other.

(c) The land belonging to the monasteries is farmed by the monks, and where they are numerous it is well cultivated; but some fine estates belonging to them are sadly neglected.

(d) The Government lands are mostly uncultivated, and consist chiefly of forests, marshes, and mountain pastures.

Besides these, estates have been given to the Government by wealthy patriots and have been divided among the rural population.

Dwellings

There is abundance of all the materials necessary for building in Greece, and very few localities require to have such materials brought from a distance, or to have recourse to bricks or wood.

In those parts of Greece where the life of the peasant presents the most humble appearance, either because of poverty or on account of persistence in primitive ways of living, dwellings generally consist of one story and one apartment. Such a type of house is that found in the country districts of the Greek mainland, and in the eastern and central parts of the Peloponnese. In the mountain districts the walls are of stone; in the plains generally of unbaked brick. In the latter case they are sometimes not even rough-cast, but are usually covered with a mixture of lime and earth or simply with clay. The roof, usually sloping and with two sides, is covered with tiles, or less often with thatch. In the mountains one frequently sees roofs of large flat stones. The interior gets light through the door and by one or two unglazed windows, which are closed by shutters. One half of the dwelling is occupied by the family, the other being reserved for the domestic animals. The hearth is sometimes found in a corner, when the smoke escapes by a hole in the roof.

In the more fertile districts of Greece, such as parts of the Peloponnese, and in the islands the houses are better, often of two stories. The walls are generally rough-cast, the windows glazed, the floor in many instances made of planks; and the kitchen fireplace is provided with a chimney. The fuel ordinarily used throughout Greece is wood and charcoal.

Every house has an ikon, generally of the Virgin, and occasionally of the saint whose name the householder bears, or in whose especial protection the family has confidence.

There is sometimes a sort of rude shrine built up round the picture, and always in front of it there is a lamp, which many families keep burning night and day, often stinting themselves of oil for this purpose. On great occasions the holy picture is decked with wreaths of flowers. If the family removes to a fresh dwelling the ikon is solemnly borne thither, and should the lamp go out on the way it would be held to forbode some great misfortune.

Villages and Regional Characteristics

Isolated farms and cottages are rare, the cultivator generally living in a village, which may be at a considerable distance from the land he tills. This is to be attributed, apart from the natural gregariousness of the Greeks, to previously existing lack of security, an influence which is reflected in the situation of the villages, still, in the majority of cases, found where the mountains afford protection against sudden attack. This fact, with the largely stationary nature of the occupations of the population and the difficulty of communication, formerly split Greece into a number of small, independent, and emulous units. It still leads to a very strong local patriotism.

There is a considerable difference between the external aspect of the villages in northern Greece, with which Euboea may be included, and those of the Peloponnese; while the island villages, again, have a third and very distinct individuality. The first are much the poorest and humblest in appearance; the second owe their more prosperous look to the greater wealth of the soil, while the third are maintained in tolerable comfort by the earnings of the islanders abroad and by their extreme thrift and cleanliness at home. There is also considerable contrast between the eastern and western sides of central Greece. The east has a dry climate in which the Aleppo pine flourishes over the lower ranges, is comparatively easy of access, and has much cultivable land; hence the country-side is covered with prosperous towns and villages. The west, in general, with its wild mountain-ranges, its deep and gloomy gorges, its forests of beech and oak,

its damp climate and marshy plains, has remained relatively undeveloped and cut off from the rest of the world. But the plains of Mesolónghi and Agrínion are quite as fertile as any to be found in the east.

In the usual village type the houses are grouped in a square or oblong round the church, facing inwards. In Thessaly there is still a Turkish character about the villages, which sometimes have minarets and ruined mosques. Villages at the foot of the mountains and on the slopes are built of rough-hewn stone; but on the great plains, where the sites are far from the nearest quarry, and even in the principal town, Lárissa, the houses are for the most part constructed of mud-bricks, or lath and plaster, with the trellised windows and enclosing wall which are characteristic of the East. A contrast is presented by the inhabitants of the flourishing villages which cover the slopes of Mount Pelion and the promontory of Magnesia. When the Turks monopolized the plains they left the mountains to the Greeks, who in this region enjoyed considerable privileges, stimulating them to industry (see *Roads and Tracks*, Route 25).

The standard of comfort in the Peloponnese, where the majority of the peasants are proprietors, is generally higher. The plains along the northern and western coasts, with their miles of currant-vineyards, form the most valuable part of Greece; being also the great highway to the capital from the west, traversed by a railway. The rich valley of ancient Lacedaemon, lying between Taygetus and Parnon, with no lack of water from either slope, is inhabited by many wealthy farmers. The greatest external prosperity, however, is exhibited by the villages of the fertile plain of Messenia. Kalamáta, the principal town and port, has an extensive market, and a direct trade with European ports and the North African coast. The villages of the plain are surrounded with thick hedges of the prickly pear, which also forms a wall round the fig-plantations. The houses are mostly two-storied, with glazed windows and balconies, and have vine-trellised pergolas below, presenting an appearance of

order, neatness, and comfort which contrasts with the villages of northern and central Greece. In the mountains of Arcadia, where there is little cultivable soil, many of the inhabitants either emigrate to America and send money back to their families, or go down to the plains as labourers or craftsmen, and return later to their villages, which have a surprisingly prosperous appearance. Other towns of the interior, such as Andritsaina, own currant-plantations on the coast-plains and derive their wealth from them.

Mainotes.—One other district deserves special mention on account of the distinct individual character of the inhabitants and their curious mode of life, which remains an anachronism even in Greece. The country of the Mainotes occupies the ancient Taenarian promontory, which is a prolongation of the range of Taygetus terminating in Cape Matapan. It is especially in the land of Mésa Máne (Inner Maina), including the south-western coast as far as Matapan, that the district has acquired for itself the ominous name of ‘the land of evil counsel’ (κακοβουλία Μάνη). As previously mentioned (see p. 74), the Mainotes probably represent in some degree the Perioeci of Laconia, i. e. the descendants of the older Achaeans who preceded the Dorian invasion, and who retained a certain independence. Whatever their origin, they are, relatively to the surrounding people, a very ancient and pure race, and differ from them markedly. Their condition under Ottoman rule has been compared to that of highland clansmen in Scotland before the power of the clans was broken in the eighteenth century. It was with great difficulty that they could be induced to surrender their semi-independence and accept absorption in the new Hellenic kingdom, and to this day they are treated with peculiar indulgence, and conciliated by immunity from taxation. The interior of Maina is very barren, the only trees being figs and stunted olives, while the most laborious cultivation hardly yields enough for maintenance. To gain some protection from the terrible winds which sweep across the promontory, the larger stones are collected and built up into walls; in the narrow spaces enclosed

by these is grown a little thin grain which there is no moisture to swell, and which is plucked almost ear by ear. Wherever it is possible, a little red marl is collected in the rocky hollows, and many of the patches thus secured to cultivation are only a few square yards in area. There is no fuel but the wild thyme from the mountain and the roots of the stunted rock-herbage (which scarcely suffices to feed a few undersized sheep and goats), and even this must be fetched from a great distance. The pigs fare best on the plentiful wild lupins. There is no water but what can be collected in underground reservoirs during the rainy season, and this is always thick and muddy. It is not strange that the inhabitants look prematurely old from the hardness of their life, the faces even of the children being often lined and contracted.

The old feudal chiefs are a more real power here than the law or the gendarmerie. The blood-feud still survives, though to nothing like the same extent as formerly; and it is still impossible to put down the vendetta between family and family when blood has once been spilt. Maina is indeed the original home of the vendetta, whence it was introduced into Corsica. Outside the bounds of Maina the feud ceases. Women and guests are inviolable. A person whose life is sought goes scatheless if he accompanies a guest. Treachery is abhorred, and due notice must be given of the intention to attempt the life of a foe.

The character of the Mainotes is reflected in their villages; every house is a tower loop-holed for defence (see Plate XV). In the lower story is the stable or the olive-press, while the upper chamber, reached by a ladder, which can be drawn up through a trap, is the dwelling-place of the family. These collections of square towers present a singular appearance dotted about on the mountains or above some rocky creek. Each house has its own cistern outside the village, and its circular stone-paved threshing-floor. The prickly pear, the little olives, and the fig-trees make green banks round the village, which is approached only by a narrow bridle-path as rough and stony as a torrent-bed.

Fire-arms

Throughout the whole of Greece the custom of possessing arms is prevalent, and leads to some assaults of a serious nature. Arms are very cheap, and many people possess revolvers. Many peasants possess a very efficient rifle. At election times and at Easter there is a certain amount of reckless firing in the streets, and many casualties occur.

TOWN LIFE

Life in Athens

When Athens became the Greek capital it contained only 1,500 inhabitants ; now it contains a population of about 200,000, and is surpassed in eastern Europe only by Constantinople and Bucharest. The town is thus almost entirely new, placed in the most startling contrast to the remains of classical antiquity, with very little standing to bridge the gulf of Byzantine, Frankish, and Turkish rule. The broad boulevard of the University, fringed by a row of costly public buildings, is the centre of culture, the wide thoroughfare of Stadion Street the centre of trade. Only the principal streets are shaded with trees, and the glare of the white houses is not well suited to a Greek summer, and the dust-storms of Athens are notorious.

The work of planting Athens with trees is very expensive, but is making some progress. A better water-supply is much needed and would effectually lay the dust. Further plantation and the increase of vegetation are also required in the neighbourhood of Athens, at present far too bare and parched. The best drinking water is brought from springs and sold in the streets at 80 *leptá* a jar.

There are excellent means of locomotion, electric trams and *vis-à-vis* carriages for four, in which any one may take a single seat for 10 *leptá*, and in many ways Athens is a very up-to-date city, with good hotels and clubs. Houses are

usually rented for the year, and rents have gone up in recent years. Athens was chosen as the capital of the modern kingdom both on account of her splendid traditions, and because of the convenience of the Piræus as a centre of commerce and industry. The principal buildings are not all in the Greek style, some being examples of modern German or Italian architecture. Owing to the ready supply of the material a number of these are built of marble.

The Place de la Constitution is the centre of the life of the city. Here are the best hotels and cafés, and the open space in front of the palace is a public promenade, where military bands play on certain days throughout the year. Athens is also one of the best places for seeing the country people of Greece. The peasants of Attica are often on a visit there, clad in their fustanellas and driving their *soústes*, spring-carts with a hand invariably painted on them, probably as a protection against the evil eye ; while here and there are islanders in baggy trousers.

The population of Athens is composed of elements from all parts of the Hellenic world. Besides a host of citizens of provincial origin there are numbers of Cretans, often distinguished by names ending in *-akes*, just as *-opoulos* marks the Peloponnesian and *-akos* the Mainote. Many of the Athenian masons are Bulgarians, and here, as indeed all over Greece, the bakers come from Epirus.

Except in cosmopolitan society, such as that of the legations and of the thoroughly europeanized Greeks who take Paris as their model, there is very little entertaining. The Greek *bourgeois* will ask you to his house, but very seldom indeed to dinner, and he neither expects nor cares to be so invited. As already noticed, the position of the women of Greece is a great bar to social intercourse. They invariably cluster together, one can rarely speak to one's hostess except on arriving and departing, and it is possible to know a man for years and not know his wife. The fashionable Athenian ladies, on the other hand, are much like society ladies elsewhere.

Provincial Towns

In the smaller towns one often finds comfortable and roomy houses. Some, like Chalcis or Naupactus, are circumscribed by their mediaeval fortress ring, and richer quarters have sprung up as suburbs outside the walls. The port of Vólo presents a flourishing appearance, as does Lamía with its tobacco-fields. Thebes, with its three main streets called after Pindar, Pelopidas, and Epaminondas, retains some trace of its mediaeval prosperity, and is very picturesque in summer with its open shops under broad sheltering roofs, straw mats stretched as awnings across the streets, and lines of young acacias down the main thoroughfare with groups of white-kilted countrymen at the tables of the cafés. Patras has a very modern aspect and a cosmopolitan population, including a number of Italians and a colony of foreign merchants; while the quays are thronged with Albanians, Montenegrins, and Jews. Sparta, fragrant with gardens and framed in groves of acacia, mulberry, and poplar, is an important and busy little centre, not without some tinge of its ancient jealousy of the capital. Tripolitsá is famous for its smiths. Though neither iron nor coal is to be had at Tripolitsá, and it is quite in the centre of the peninsula, at a height of 2,000 ft., this industry has established itself here, and plough-shares and axe-heads, horseshoes, and all kinds of iron and steel wares are sent out to all parts of Greece. The little towns of the Cyclades with their snow-white, flat-roofed houses have an Eastern appearance. In Théra life is conducted mainly on the house-tops, and in that volcanic island may also be seen rock-dwellings in which the fisher-olk live. Syra is one of the best examples of a clean provincial town with fine public buildings, a spacious square, an excellent theatre, a market, and an agreeable promenade. Lavrion is the nearest approach in Greece to a Western mining town.

Labour and Cost of Living

Trade unionism has recently made some headway in Greece; to these unions women are admitted. They are not powerful politically. Until recent years strikes were practically unknown, and up till now they have had very little practical effect. The factories, which are chiefly situated in the Piræus, are not very numerous. The hours of the employees are long, and the sanitary conditions of the factories leave much to be desired. A strain is put upon the constitution of the workers, who, contrasted with the country people, have a poor physique. The usual working day is of 10 hours. The relations existing between employer and employees are said to be as a rule amicable. Child-labour is much used, especially in Thessaly Arcadia, and Messenia, at wages of from about 5*d.* to 10*d.* a day. Wages of men vary from about 2*s.* *per diem* for agricultural labourers to about 4*s.* for artisans. Owing to emigration the supply of labourers is rather small for the needs of the country.

In the last few years, however, legislation has been passed dealing with workmen's compensation, inspection of mines and factories, hours of labour, the employment of women and children, and hours of closing for all shops, &c. The laws are comprehensive, but there has not yet been time to observe their effect.

The cost of living in the towns of Greece is high for a country which is not wealthy. All imported articles are very expensive. Owing to poor communications prices may vary widely in different districts. The necessities of life, however, can be obtained at a reasonable price. Salaries are small, compared with Western standards, but the scale of living is moderate, and the professional classes live comfortably and respectably on their modest incomes.

CHAPTER VI

LANGUAGE

Introduction—Pronunciation—Popular language—Purist language.

INTRODUCTION

As in Turkey, Egypt, and other eastern countries, though without the same marked contrast, there are two languages in Greece, the popular (*ἡ δημοτικὴ γλῶσσα*) and the purist (*ἡ καθαρρεύουσα*). The former, which is spoken everywhere by the Greeks of to-day, is ancient Greek gradually and unconsciously transformed during the course of centuries; it bears much the same relation to classical Greek as Italian to Latin. But during the long period of Turkish rule practically no books were published, nothing was written down, and the language survived only in the conversation of the people and in the popular songs and tales handed down orally from one generation to another. After the establishment of Greece as an independent kingdom there was a strong movement, led by the philologist Koraës (see p. 56), in favour of restoring as far as possible the classical language, by getting rid of the foreign words that had been introduced and the forms that were held to be nothing but corruptions of ancient Greek. This purist language was made the official language of the state. It is now the language in which almost all learned books are written; it is also the language of correspondence, of most of the newspapers, of advertisements, and generally speaking of anything that partakes of publicity. It is the only language used in schools, in official functions, in Parliament, in law-courts, and the University. Above all it is the language of the Church, which prides itself that it has throughout its history used the Greek in which the New Testament was written. There is a clause of the Constitution, introduced

in 1911, prohibiting absolutely the translation of the Scriptures into any other literary form without the consent of the Synods at Athens and Constantinople (this includes the publication in Greece of the Bible in foreign languages as well as in the popular tongue). Another clause says that the official language of the country is that in which the Constitution and the laws are written, and that all attempts to corrupt this are forbidden.

For the last thirty years there has been a reaction in favour of the popular language ; and to-day, besides poetry, which has always used it, nearly all imaginative work, plays, novels, and short stories, and a few learned books, are written in the popular tongue ; and there is an agitation to introduce it into the schools. In the elementary schools of Macedonia it is already used. The struggle between the two languages is very similar to that which took place between Latin and the various national languages in western Europe during the later Middle Ages and the Renaissance.

PRONUNCIATION

Accent

Greek has a strong stress accent on one syllable in every word, like English. This is represented in writing in any one of three ways (according to the rules of ancient Greek) : by the acute (´), grave (`), or circumflex (˘) accent. All have the same value. For example, the difference between *πίνω* = *píno*, 'I drink,' and *πείνω* = *pinó*, 'I am hungry,' is similar to that between the English *present* (noun) and *present* (verb).

Vowels

α = *a*, as in French.

ε = nearly the French *é*.

η, ι, υ = the French *i* (English *ee*).

ο, ω = *o*, as in French (nearly as in *hot*, not as in *home*).

Before another vowel *ι* (*η, υ*), if unaccented, is pronounced nearly as consonantal *y* : e. g. *στρατιώτης* = *stratyóthis*, 'soldier' ; *βούλιαξε* = *voúlyaxe*, 'it sank'.

Diphthongs

αι = *ε* (French *é*).

ει, οι = *ι* (French *i*).

ου = French *ou* (English *oo* in *roof*).

The ancient difference between long and short vowels has disappeared. When unaccented, *η, ω, αι, ει, οι, ου* are all short; similarly, if accented, *ε* and *ο* are long: e. g. *ἄνθρωπος* = *ánthrōpos*, 'man'; *μορφωμένος* = *morphōménos*, 'educated'; *κοινός* = *kīnós*, 'common'; *σκολειό* = *skolyó*, 'school'; *Εὐβοία* = *Evviā* (Euboea).

av = *af* before hard consonants (*θ, κ, ξ, π, σ, τ, φ, χ, ψ*), and *av* before vowels and soft consonants (*β, γ, δ, ζ, λ, μ, ν, ρ*): e. g. *ναύτης* = *náftis*, 'sailor'; *αὐγό* = *avgó*, 'egg'.

ev = *ef* before hard consonants, and *ev* before vowels and soft consonants: e. g. *εύκολο* = *éfkolo*, 'easy'; *πιστεύω* = *pistévo*, 'I believe'.

To represent the English sounds *i* in *like*, *oi* in *void*, *ou* in *loud*, the Greeks write *αῖ, οῖ, αου*, with the accent on the first syllable or on neither. Thus to transliterate *Byron* as accurately as possible, they write *Μπαίρων* (*μπ* = *b*, see below). If the second vowel is accented they are pronounced separately. For example, *βόιδι* = *voíthi*, 'ox', *Τόϊμπασι* = *Toíbasì*, *Χάουστον* = *Houston*; but *ταῖνι* = *taíni*, 'ration'.

Note the predominance in Greek of the sound *ee* common to *η, ι, υ, ει, οι*.

Consonants

β = *v*.

γ before the sounds *é* and *i* (i.e. before *ε, αι, η, ι, υ, ει, οι*) = consonantal *y*: e. g. *γέρος* = *yéros*, 'old man'; *πηγαίνω* = *piyéno*, 'I go'; *γιατί* = *yatí*, 'why'; *γυναῖκα* = *yinéka*, 'woman'. Before the sounds *a, o, ou* and before consonants (except *γ* and *κ*) it is pronounced like the German *ch* in *bach* much attenuated. There is the same difference between the hard German *ch* (= *χ* in Greek) and *γ* as between *f* and *v*; but in practice it is almost impossible for a foreigner to

pronounce the γ correctly, and a hard English g is the nearest equivalent.

In the combinations $\gamma\gamma$ and $\gamma\kappa$, which have both the same sound, the first γ is a nasal n , the following γ or κ is a hard g ; the two are pronounced as ng in *finger*. The second γ is always hard even before ϵ or ι . For example, $\acute{\alpha}\gamma\gamma\epsilon\lambda\omicron\varsigma = \acute{\alpha}ngelos$, 'angel'; $\acute{\alpha}\gamma\kappa\alpha\lambda\acute{\iota}\alpha = \acute{\alpha}ngali\acute{\alpha}$, 'embrace'; $\pi\rho\acute{\iota}\gamma\kappa\eta\pi\alpha\varsigma$ (from Latin *princeps*) = *príngipas*, 'prince'. At the beginning of a word $\gamma\kappa$ is pronounced as a hard g simply: e. g. $\gamma\kappa\rho\epsilon\mu\acute{\iota}\zeta\omega = gremízo$, 'I destroy'.

As Greek has thus no hard g , it transliterates a foreign g by $\gamma\kappa$: e. g. $\gamma\kappa\alpha\rho\nu\iota\tau\omicron\upsilon\rho\alpha = garnitura$; and for such foreign words $\gamma\kappa$ must do duty for ng and nk as well. Thus $\beta\alpha\gamma\kappa\acute{o}\nu\iota$ (now generally written $\beta\alpha\gamma\acute{o}\nu\iota$), 'wagon', is pronounced *vagóni*; $\mu\acute{\pi}\acute{\alpha}\gamma\kappa\alpha =$ Italian *banca*, and is so pronounced.

δ = English *th* in *the*.

ζ = English *z*.

θ = English *th* in *think*.

κ = English *k*, except after γ (see above) or ν in a combination such as $\delta\acute{\epsilon}\nu\ \acute{\kappa}\acute{\alpha}\nu\epsilon\iota = then\ gáni$, 'it does not do', where $\nu\kappa = \gamma\kappa$.

λ = English *l*.

μ = English *m*.

ν = English *n*; except before the π , when it is pronounced as *m*: e. g. $\sigma\tau\eta\nu\ \pi\acute{o}\lambda\eta = stim\ b\acute{o}li$, 'to the city' (see below).

ξ = English *x*.

π = English *p*; except after μ or ν (as above), when it is pronounced *b*: e. g. $\acute{\epsilon}\mu\pi\rho\acute{o}\varsigma = embrós$, 'forward'; $\sigma\tau\eta\nu\ \pi\acute{o}\lambda\eta = stim\ b\acute{o}li$.

At the beginning of a word $\mu\pi$ is pronounced *b* simply: e. g. $\mu\pi\acute{\alpha}\iota\nu\omega = baíno$, 'I enter'; $\mu\pi\omicron\rho\acute{\omega} = boró$, 'I can'. In foreign words *b* is transliterated by $\mu\pi$, which also stands for *mb* and *mp*: e. g. $\mu\pi\acute{\iota}\rho\alpha = bira$, 'beer'; $M\pi\acute{\alpha}\lambda\iota\rho\omega\nu = Byron$; $\kappa\omicron\mu\pi\lambda\acute{\iota}\mu\acute{\epsilon}\nu\tau\omicron = compliménto$, 'compliment'.

ρ = English *r*.

σ = English *z* before soft consonants (cf. the diphthongs *av*, *ev*, above): e. g. $\sigma\beta\acute{\upsilon}\nu\omega = zvino$, 'I extinguish'; $\kappa\acute{o}\varsigma\mu\omicron\varsigma =$

kózmos, 'world'. Before hard consonants, before vowels, and at the end of a word it is the hard English *s*: e. g. *κρασί* = *krassí*, 'wine'; *ἐλιές* = *elyéss* (almost *elyáce* in English), 'olive-trees'.

τ = English *t*; except after *\nu*, when it is pronounced *d*: e. g. *πέντε* = *pénde*, 'five'; *δὲν ταιριάζει* = *then deryázi*, 'it does not fit'; *δέντρο* = *théndro*, 'tree'.

At the beginning of a word *\nu\tau* is pronounced *d* simply: e. g. *\nuτύνω* = *díno*, 'I dress'. So in foreign words *d* must be transliterated by *\nu\tau*, which also stands for *nd* and *nt* in such words: e. g. *\nuτερés* = *dere* (Turkish), 'stream'; *\nuτερβένι* (now generally written and pronounced *δερβένι*) = *derven* (Turkish), 'pass'; *κομπλιμέντο* = 'compliment'.

ϕ = English *f*.

χ = German *ch* as in *ich* or as in *ach*.

ψ = English *ps*.

The rough and smooth breathings (' and ') are still written, but make no difference to the pronunciation. To represent the hard initial *h* in foreign words, Greek uses χ : e. g. *Χάσσαν* = Turkish *Hassan*.

In words borrowed from foreign languages *ch* (as in English) is represented by $\tau\varsigma$, and *j* (as in English) by $\tau\zeta$ or ζ . Both these sounds are common in the neighbouring Slav and Turkish languages. Thus *Hajji* becomes *Χατζή* in Greek. *sh* can be transliterated only by σ , and French *j* by ζ .

POPULAR LANGUAGE

Modern Greek has simplified the ancient grammatical forms in many ways. It has lost the dative case, the dual number, the middle voice, and the optative and the infinitive moods. The genitive case is used only as a possessive, and as the indirect object of certain verbs (of saying, writing, &c.), not after prepositions. One instance of a modern declension will illustrate the relation of modern to classical Greek accidence. Words of the old third declension like *πατήρ*, *κόραξ*, *γέρον* have changed to *πατέρας*, *κόρακας*, *γέροντας* (note how the

accent remains the same), and now belong to the first declension, as follows :

	<i>Singular</i>	<i>Plural</i>
Nom.	ὁ πατέρας	οἱ πατέρες
Voc.	πατέρα	πατέρες
Acc.	τὸν πατέρα	τοὺς πατέρες
Gen.	τοῦ πατέρα	τῶν πατέρων.

Any one familiar with classical Greek would soon make himself acquainted with the elements of the modern language. The apparent strangeness is due very largely to the change in the pronunciation, especially to the very marked stress accent : e. g. *ἄνθρωπος*, *ánthrōpos*, *γραμμένος*, *gramménos* ; also to the phonetic changes due to the loss of unaccented syllables : e. g. *μάτι* (anc. *ὀμμάτιον*), 'eye' ; *βρίσκω* (anc. *εὐρίσκω*, now pronounced *evrísko*), 'I find' ; *πεθαίνω* (anc. aorist *ἀπέθανον*), 'I die'. Many other words again have slightly changed in meaning : e. g. *μιλῶ* (anc. *ὀμιλῶ*), 'I talk' (*μιλεῖς* '*Ρωμαῖκα*' ; 'do you speak Greek ?') ; *ψάρι* (anc. *ὀψάριον*), 'fish' ; *φεγγάρι* (anc. *φέγγος*, *φεγγάριον*), 'moon'. A certain number of common words come from a different Greek root : e. g. *ψωμί*, 'bread' (from root of *ψάω*, 'I knead'), instead of anc. *ἄρτος* ; *νερό*, 'water' (from the same root as *Νηρεὺς*), instead of anc. *ὔδωρ* ; *κρασί*, 'wine' (from the old root of *κεράννυμι*, 'I mix'), instead of anc. *οἶνος* ; *ἄλογο* ('the unreasoning one'), 'horse', instead of anc. *ἵππος*. A few others are of foreign origin : e. g. *σπίτι*, 'house' (Latin *hospitium*) ; *πόρτα*, 'door', and *σκάλα*, 'ladder' or 'landing-place' (both Italian) ; *τουφέκι*, 'rifle' (Turkish). There are naturally many modern words borrowed chiefly from French and English : e. g. *σωφέρ*, 'chauffeur' ; *τέννις*, 'tennis' ; *κομμό* (genitive *κομμοῦ*), 'commode'. One interesting word is *ὠτό* : this is the French *auto*, the common shortening for *automobile*, which is the Greek word *αὐτό* (pronounced *aftó*) come back to Greek in a form corresponding to the French pronunciation.

Like classical Greek modern Greek is a simple and direct

language, with a dislike for complicated phrases where simple ones will do and a preference for concrete over abstract sentences. Such a phrase, for instance, as 'on the side of the Allies' in Greek would be simply 'with the Allies', *μαζὶ μὲ τοὺς σύμμαχους*, and a sentence such as 'his oratory will win the day' would be rendered *μιλῶντας θὰ κρατήσῃ*, 'speaking he will win'.

PURIST LANGUAGE

It would be difficult to give a concise account of the purist language, as between the popular modern Greek and the Greek of Xenophon there are infinite gradations, and almost all are found in different writers. Some will write as nearly as possible to classical Greek; of others some will introduce one modern form, others will introduce another. In general it may be said that in all places where the purist language is usual or obligatory, in the newspapers, in Parliament, the Church, and the schools, the declension of nouns and the conjugation of verbs will follow classical usage, though most writers use the form *θά* with the subjunctive for the future, and few use the obsolete infinitive. *πατήρ* is used, not *πατέρας*, *πόλις* instead of *πόλη*, &c. Nearly all use the genitive case in the old way (prepositions, for instance, like *ἀπό* or *μετά* take the genitive), while a few revive the old dative case. Especially where new words have taken the place of old are the latter restored: *ἄρτος* is written for *ψωμί*, *ὔδωρ* for *νερό*, *ὀμμάτιον* or *ὀφθαλμός* for *μάτι*, *οἰκία* for *σπίτι*, *λιμήν* or *κλίμαξ* for *σκάλα*, *ὄπλον* for *τουφέκι*. In syntax the old simplicity has disappeared, and abstracts are common. 'On the side of the allies' is translated *εἰς τὸ πλεῦρον τῶν συμμάχων*. Especially common are phrases translated literally from other modern languages, like *λαμβάνει χώραν*, 'it takes place'. The frequency of such phrases, together with the classical forms, makes a Greek newspaper easy, though curious, reading to one who knows ancient Greek.

CHAPTER VII

CONSTITUTION, GOVERNMENT, AND ADMINISTRATION

Constitution — King — Chamber of Deputies — Council of Ministers — Taxation — Administrative divisions — Justice — Prisons — Police.

CONSTITUTION

THE first written Greek Constitution was that of 1844; this was superseded by the Constitution of 1864, which is still in force, subject to certain modifications introduced in 1911.

The Constitution of 1844, while recognizing the 'dogmatic union of the Orthodox Church of Greece with the Great Church of Constantinople', declared the former to be 'autocephalous and administered by a Holy Synod of Archbishops'. The position here claimed for the Orthodox Church in Greece was not formally recognized by the Oecumenical Patriarch until 1850 (see *Religion*, p. 125). Other articles regulated the succession and created a First and Second Chamber. The bicameral system lasted till 1864. It was anticipated that the Senate (*Gerousía*) would act as a check on the House of Representatives (*Boulé*) and exercise a conservative influence in the State, but this did not prove so in practice. The Constitution of 1864 abolished the Senate. Also, by enacting that the election of municipal authorities should be made by direct, universal, and secret suffrage, it conferred upon the communes and town councils a power not existing under the previous Constitution, that of adequately controlling their own affairs. The Constitution of 1864 was produced by political theorists who copied the institutions of other nations and is an impressive enough declaration of Greek rights. It declared that the Greek Orthodox Church was the established religion, but granted

toleration to all recognized sects ; it declared the equality of all Greeks in the eyes of the law and defined their obligations to the State. Titles of nobility or distinction could neither be conferred upon them nor recognized. By its provisions no man can be prosecuted, arrested, imprisoned, or otherwise restrained except when and as the law provides. The statement is sometimes made that Greece possesses nothing corresponding to the Habeas Corpus Act, and the Greeks have acted on some occasions as if this were so, but Article 5 of the Constitution provides that 'except when taken in the act, no man can be arrested or imprisoned without a judicial warrant specifying the ground of arrest or imprisonment'. If any one is arrested the competent examining judge is bound within three days either to release him or to deliver a warrant for his imprisonment. Otherwise any one charged with his detention is bound to release the arrested person, under liability to punishment for illegal imprisonment. Other provisions safeguard the rights of public meeting, of domicile, of the press (it is to be noted that only Greek citizens can publish newspapers), and of other expressions of public opinion. No one can be deprived of his property except for some public necessity and with indemnification—an article designed to legalize appropriation of certain monastic lands. The punishment of death for political crimes, except in what are called 'complicated crimes', is abolished. No previous permission of the Government is required to prosecute a public official for acting illegally 'except for acts specially ordered by ministers'. The secrecy of letters is declared inviolable.

The legislative power is exercised by the King and the Boulé. The executive power belongs to the King, but is exercised by responsible ministers appointed by him. The judicial power is executed by courts of law. No tax can be imposed or collected unless voted by the Boulé and sanctioned by the King. A representative cannot be prosecuted or questioned on account of any opinion or vote given in the exercise of his duty. He cannot be prosecuted, arrested, or

imprisoned during the session 'except in the case of seizure in the criminal act', and personal detention cannot be exercised against him during the session, four weeks previous to its commencement, or three weeks after its termination; if in prison, he must be released four weeks before the commencement of the session. It is noteworthy that judicial commissions and extraordinary courts of judicature cannot be established under any pretext. Trial by jury is maintained. Political crimes are judged by juries, as are crimes connected with the press.

Such were, *inter alia*, the provisions of the Constitution of 1864. By it no law could be passed except by an absolute majority of the Boulé, and one half of the members had to be present to form a quorum. These arrangements facilitated obstruction and enabled individual members to impose terms on the Government for their attendance. The number of representatives was high. In 1898 they numbered 234, being 1 to 12,000 of the population. This proportion was reduced in 1905 to 1 in 16,000. The Boulé of 1912 consisted of 177 deputies. Since 1913, the addition of deputies from the new territories has increased the number in the Boulé to over 300. In 1906 a law was passed disqualifying junior officers of the army and navy from acting as representatives.

In 1911 the Constitution was modified by the National Assembly. A substitute for a second chamber was adopted by establishing a Council of State, the functions of which were to be the examination of *projets de loi*, and the annulling of official decisions and acts contrary to law. This revision was effected under the Government of M. Venizélos, who also reduced the quorum necessary for the transaction of business by the Boulé, introduced reforms of procedure, widened the electoral law, and facilitated future revision of the non-fundamental provisions of the Constitution.

KING

Greece is a constitutional monarchy, hereditary in the male line, or, in case of its extinction, in the female line.

The sovereign is styled King of the Hellenes. He attains his majority upon completing his eighteenth year. The heir apparent is styled *ὁ διάδοχος* (i.e. the Successor); the title Duke of Sparta, accorded to the Crown Prince, is not employed in Greece. The King and the heir apparent must belong to the Orthodox Greek Church. The King has a palace at Athens, and private residences at Corfu, Tatóï, and Salonica. The King, personally irresponsible, governs through ministers chosen by himself and responsible to the Boulé. Ministers are usually, but not necessarily, members of the Boulé. If not members, they can speak in the chamber but cannot vote. The King nominally appoints all public officials, sanctions and proclaims laws, convokes, prorogues, and dissolves the Boulé, grants pardon or amnesty, and confers decorations.

By decision of the Greek National Assembly of 1913 a civil list of 2,000,000 drachmai (£80,000) was settled on the King, and an annual sum of 300,000 drachmai (£12,000) on the dowager Queen Olga.

CHAMBER OF DEPUTIES

The Legislative Chamber is known as the Boulé (*Βουλή*). An elector must be 21 years of age. A representative must be at least 25 years of age. Representatives are elected by manhood suffrage, in the proportion of 1 for every 16,000 inhabitants, for the term of four years. Each *nomós* or administrative district (see below) is a constituency, and returns a number of members in proportion to its population. For instance, Elis-Achaia (which includes Patras and Pýrgos) sends 16 members to the Chamber, Attica-Boeotia 22 members. The elections take place by ballot. The deputies are paid 4,000 drachmai a year, except those living in Athens or Piræus, who receive only 3,200 drachmai. In case of absence extending over more than five sittings in a month, the deputy has 20 drachmai per sitting taken from the total amount due to him. The number of deputies, including those for the new territories, is 332.

The Boulé must meet annually for not less than three

months. No sitting is valid unless at least one-third of the members are present, and no bill can pass into law without an absolute majority of members attending (i.e. the Ayes must be more numerous than the Noes and those who, being present, abstain from voting). Every measure, before being adopted, must be discussed and voted, once in principle and twice article by article, on three separate days. A revision of any non-fundamental provisions of the new Constitution may be demanded after the lapse of ten years by an ordinary Boulé, by means of two votes passed by a two-thirds' majority, provided that the second vote shall not be taken until at least one month after the first, and provided also that such revision shall be carried out by a newly elected chamber. The Boulé, unless specially convoked at an earlier date, must meet on October 1 (old style) of every year.

COUNCIL OF MINISTERS

The Ministry comprises the following departments: Interior, Finance, National Economy, Justice, Communications, Ecclesiastical Affairs and Public Instruction, War, Marine, Foreign Affairs.

The Ministerial Council is composed of all the different ministers forming the cabinet with the Premier as president.

The Ministry of the Interior has under its control the whole of the local administration as well as that of the capital. The Ministry of Marine, in addition to administering the navy, enforces lighthouse and beacon regulations, and controls all such matters as are in England under the control of Trinity House. The Ministry of National Economy was established by the first Venizelist Government to encourage the development of the national resources; agriculture, mines, and forests are under its control. There is no purely statistical department, and the statistical services rendered by the various departments are still insufficient.

The salaries paid to ministers are very low, about £40 per month, with £20 a year additional for carriage hire.

TAXATION

The budget has to be presented to the Boulé within the two first months of the Session. After having been examined by a special commission it is voted by instalments and upon four separate days, by calling over the separate budget of each ministry. Each financial period extends over twenty-two months from January of one year to October 30 of another year. No tax of any kind can be levied except by law, and no salary or indemnity can be included in the budget unless previously granted by a special law. The monopolies of the State are six in number: cigarette-paper, playing-cards, matches, petroleum, salt, and saccharine. The receipts of the first five monopolies, together with those of the monopoly for the emery of Naxos are allocated to the old foreign debt. It is only since 1909 that there have been any succession duties in Greece. Income tax, introduced for the first time in 1911, had up to 1913 remained a dead letter. Some luxuries are heavily taxed.

ADMINISTRATIVE DIVISIONS

For administrative purposes Greece is divided into *nomoi* (provinces), each under a *nomárches*, an officer whose position corresponds to that of a French préfet, and *démoi* and *koinótetes* (communes) with *démarchoi* and *próedroi*, or mayors. In Old Greece there are 16 *nomoi*, in the new territories 14 (see below, p. 196). The nomarchs are appointed by the Minister of the Interior, while the mayors are elected by the people for a period of four years. The duties of a nomarch are multifarious. Not only is he responsible for public order and security, for the public health, for the proper administration of prisons and hospitals, but also for the maintenance of public buildings, highways, and bridges, the preservation of archaeological treasures, the enforcement of the Education Act, the collection of Government rates and taxes, and the administration of Government funds in the various com-

munes of his province. Formerly Greece was divided entirely into demes, each with a demarch. A deme consisted either of a town with the surrounding villages (sometimes as far as 10 miles from the centre), or of a group of villages with one chosen as a capital. In the more sparsely populated districts such a deme might occupy an area of 50 to 100 square miles. Now the only demes are the capitals of the provinces, and a few other towns, Piræus, Lávrion, Vólo, Kardítsa, and Pýrgos. The rest of the country is divided into *koinótetes*, which correspond in size to an English rural parish, and consist of a single town or village with perhaps one or two outlying hamlets attached. A deme elects a demarch, a *koinótes* a *próedros*, as mayor. In addition every commune elects councillors ; the chief local rate levied by these councils is an *octroi* duty on all articles introduced into the commune. The councils have also the power to raise loans for local needs with the consent of the nomarch, and in the event of his refusing his consent, they have the right of appeal to the Minister of the Interior.

JUSTICE

The Greek Civil Code is based largely upon Roman Law, the Code Napoléon, and German Law. The Commercial Code is modelled on that of France. The Penal Code is complete, methodical, and humane. The Supreme Court of Appeal or Areopagus (President, Vice-President, King's Proctor, Deputy King's Proctor, Registrar, 13 councillors) sits at Athens.

In Old Greece there are Appeal Courts at Athens, Corfu, Lárisa, Nauplia, and Patras.

There are 26 Courts of First Instance and about 230 County Courts presided over by Justices of the Peace, who are under the jurisdiction of the Appeal Court of the district.

There are also criminal courts in various towns in the Court of Appeal districts.

In some districts the courts sit only every three months ; in others for almost every month throughout the year. Judges' salaries are exceedingly low, the President of the Supreme Appeal Court receiving only £300 per annum. In the Court of First Instance the President receives £194 per annum. In the County Courts the salaries are about £120.

Juries are empanelled only in criminal cases. No criminal can be tried in the district in which he lives, or where he committed his offence.

PRISONS

The State prisons are divided into houses of correction and criminal prisons. Of the former there are two in Athens, the Ephéveion, for males only (usually 170–200 interned), and the Syngρός, for females (250 inmates). The principal provincial houses of correction are at Aegina (500), Zante (280), Corfu (200), Cephalonia (185).

Criminal prisons are found at Sálona (184 prisoners), Ithaca (158), Pýlos (262), Palamédi (Nauplia : 380), Rhion (219), Tríkkala (280), Zante (40).

There are several other penal establishments where criminals convicted of minor offences are confined, such as : at Athens, the old barracks (340–350), Arta (50), Vólo (100), Gýtheion (50–60), Kalamáta (250), Kardítsa (120), Karpenési (50), Corfu (70), Corinth (50), Kyparissía (160), Lamía (158), Lárissa (80), Livadiá (60–70), Lefkás (90–100), Mesolónghi (150), Patras (320), Pýrgos (280), Sparta (60), Tripolitsá (90), Chalcis (105), Syra (40), Palamédi (Nauplia : 120).

There are women's penitentiaries established in all the towns where Courts of First Instance sit.

The penalty of death is exacted only in the most serious cases of murder or brigandage. It is usually commuted to penal servitude for life. In executions the guillotine is employed. Executions are often postponed for months or even or years.

The number of prisoners in 1906 was 5,705. Except in the Ionian Islands the general condition of the prisons is bad, although improving; discipline and sanitation are very deficient, and conflicts among the prisoners are sometimes reported, in which knives and even revolvers are employed.

POLICE

The police, under the jurisdiction of the Ministry of the Interior, has stations at the capital of each *nomós*, and sub-stations in all the larger towns. For instance, the police of the *nomós* of Attica-Boeotia has its head-quarters at Athens, with sub-stations at Piræus, Lávrion, Mégara, Thebes, Livadiá, and Aegina. In Old Greece there are about 194 officers and 6,344 non-commissioned officers and men, commanded by an inspector-general resident in Athens, and aided by a consultative commission. The work done in other countries by the police falls in Greece to a very large extent on regular soldiers. The police properly so called have all been soldiers. The whole system of police and gendarmerie is being reorganized under the supervision of Italian officers.

CHAPTER VIII

RELIGION AND EDUCATION

Orthodox Church—Other Churches and Religions—Education.

ORTHODOX CHURCH

By the terms of the Constitution of 1864 the Greek Orthodox Eastern Church, to which the great majority of the inhabitants of the kingdom belong, is declared the religion of the State, but complete toleration and liberty of worship are guaranteed to all other sects. The whole of the State Church is under the jurisdiction of the Ministry of Ecclesiastical Affairs and Public Instruction.

The Greek branch of the Orthodox Greek Church repudiated the jurisdiction of the Patriarch of Constantinople in 1833, when the king was declared the supreme head of the Church. The autocephalous nature of the national Church was recognized by the Constitution of 1844; but the Patriarch had never formally recognized its administrative independence, and Greek public life had been disturbed by the rival contentions of the extreme Orthodox party and the party which held that any such recognition of an accomplished fact was at once unnecessary and undesirable. In 1850 a favourable occasion occurred for getting the Patriarch to recognize the Greek ecclesiastical arrangements, and a 'Synodal Tome' was read at Constantinople on July 11, proclaiming the Church in Greece autocephalous. The 'Tome' provided that the Metropolitan of Athens should be president of the Holy Synod of the Greek kingdom; and that in all questions of administration the Church in Greece should be independent; but that it should receive the Holy Oil from the Oecumenical Patriarch, whose opinion should be asked on important questions of dogma.

The Holy Synod consists accordingly of the Metropolitan of Athens as president, of three archbishops and bishops, who must reside at the seat of the executive during their year of office, and of a King's Commissioner. The Church has 3 archbishops and 29 bishops in the old territory, and 39 archbishops and bishops in the new territories, including one metropolitan and 8 bishops in Crete. The title of Archbishop is not to be continued to the successors of the present holders. The prelates derive their income partly from the State and partly from Church lands. They must be unmarried, are selected from the monastic clergy, and are nominated by the King. Next in importance to these prelates there are Preachers (*hierokérykes*) who are paid by the State; of these there were 20 in 1913.

In 1913 there were 24 monasteries. The dignities of the Church with their emoluments are the exclusive appanage of the regular (monastic) clergy, or sacred celibates (*hieromónachoi*) as they are called, in contradistinction to the *kosmopapádes*, or secular clergy. In 1910 there were 5,500 secular priests, belonging for the most part to the poorest classes. Secular priests have no fixed stipends, and often take to agriculture or small trading to supplement their scanty and irregularly paid fees. They must be married, but the remarriage of widowers is forbidden. Owing to their lack of education their personal influence is usually very small.

The fact that the hierarchy is recruited from the monastic clergy gives the latter a peculiar importance in the Orthodox Church. The Orthodox monk differs in many ways from the Roman Catholic monk. In the East there is really only one rule, that of St. Basil. The only distinction between the communities is that some are cenobitic and others idiorrhythmic: in the former the monks live and eat in common; in the latter each member of the community possesses his own establishment and lives apart, while conforming to the general rule. There is no ascetic rule like that of the Trappists; there are no preaching friars like the Dominicans; no order devoted to learning like the Benedictines. The

monastic life is chosen, either as the only path to a place among the higher clergy, or simply as being a tranquil existence free from mundane cares. Those who become monks for the first reason are often men well versed in theology, or of considerable administrative ability. Altogether the Greek monk is much nearer to the layman than is the Latin monk. The monastic communities are landed proprietors, letting their lands out in farms. The monks do not even cultivate their own gardens, but to a large extent spend their time in idleness, when not chanting their long offices. The number of monasteries and of monks has been greatly reduced in recent years, but some Greeks consider there are still too many. The monks are not as a body learned, they exercise little spiritual influence, and the historic buildings which they occupy have sometimes suffered at their hands ; but they are often extremely hospitable, and their humanity and frankness are very charming. Asceticism is not a rule, but a matter of individual choice, and, where it occurs, is very real. The Orthodox ascetic is usually a hermit. Religious communities of women are very few in Greece (7 in 1913) with few inmates. Greek nuns resemble in some ways the Béguines of Flanders. They attend the long offices of the Church, and some make embroideries which they sell for the profit of their community. Nearly all the nunneries are idiorrhythmic, each of the nuns having a separate establishment and ordering her life much as she pleases. The nunneries are fast dying out.

The celebrations of Saints' days are more frequent than in the West, and the fasts are longer and more severe. Wednesdays and Fridays are fast-days throughout the year and are fairly strictly observed. Lent lasts forty-eight days and there is a forty days' fast before Christmas. There is also the fast of the Holy Apostles from the Monday succeeding the first Sunday after Pentecost to June 29. Another fast, known as the Falling Asleep of the Virgin, lasts from the 1st to the 15th of August. The 5th of June (Eve of the Epiphany), September 14 (Holy Cross Day), and August 29 (Beheading of St. John Baptist) are also fasts. The

Lenten fast means abstention not only from flesh, but also from fish, eggs, butter, cheese, and oil. Holy Week, called Great Week by the Greeks, is very severely observed, scarcely anything but bread being eaten. In other fasts fish and cheese are allowed. To the majority of Greek Orthodox Christians fasting is the very essence of religion ; during the Greek War of Independence it was observed that the Klephts would not on any account break their observance of fasts, though they did not hesitate to commit the greatest atrocities. It should be noted that none of these fasts are so strictly observed in the towns as in the country.

The Hellenic Church has been credited with not being fanatical and not trying to proselytize. This statement, however, requires some further examination. The Greek regards his religion as a part of his nationality, so that national sentiment is actually more powerful than religious sentiment in the attachment of the Greeks to their form of the Orthodox Church. They identify the triumph of the Hellenic Idea with the predominance of their Church, and, even where politically successful, consider they have fallen short of complete success if their Church is not accepted also. So long as you are not a Greek your creed is a matter of indifference ; but it ceases to be so once you have become a Greek citizen, or are likely in time to be included in the Greek kingdom ; and much oppressive proselytizing is then quite likely to occur, and is said to have occurred, for instance, in parts of Macedonia. The great number of archbishops and bishops in the new territories compared with those in Old Greece is to be noted. A Greek outside the pale of the national Church is virtually regarded as an alien : that portion of the Macedonian population which acknowledges the Oecumenical Patriarch is regarded as Greek ; but those who adhere to the Bulgarian Exarchate, though differing in no point of doctrine, are naturally and correctly regarded as Bulgars. The reason, no doubt, is the use of Slavonic in the Church service ; because no one, it is held, can be a Greek who does not accept, without change of ceremonial or creed, the

Church as established by the Byzantine Fathers, or who fails to employ in its services the language which was at once theirs and that of the New Testament.

OTHER CHURCHES AND RELIGIONS

Roman Catholics.—The Roman Catholic Church has an archbishop at Athens, another at Corfu, and a third at Naxos ; and one bishop at Syra, Ténos, and Théra respectively. The Catholic archbishop has no official status in Greece, and his position is delicate. There were probably not more than 40,000 Roman Catholics in Greece in 1913.

Protestants.—There is a small body of Greek Evangelical Protestants at Athens.

Jews.—Jews are not numerous in Greece. In Athens there is a small but thriving Jewish community ; another considerably larger and more influential exists at Corfu, and there is a large community of Spanish-speaking Jews at Salonica. Jews are found in Cephalonia and Zante, as well as at Chalcis, at Vólo, and in a few other places. Grand Rabbis are found at Salonica and Chanía in Crete.

Mohammedans.—There are still a considerable number of Mohammedans resident in Greece ; and there are said to be spiritual heads (Muftis) of the Mussulman community at Chanía, Réthymno, Herákleion (Candia), Lárissa, Kardítsa, and Vólo, and several in Macedonia. The Muftis receive a contribution from the State.

EDUCATION

The Greeks have always been on the whole the best-educated race in south-eastern Europe, and under Turkish rule this fact mitigated their political subjection, for even then a certain number of Greeks could at least read and write, and many were well educated. They became interpreters, secretaries, and councillors, and sometimes even governors of provinces. Some degree of education was necessary to enable the dependants of a Phanariot official to obtain the offices in

his gift, and this extended the desire for instruction, so that, coupled with a more disinterested love of knowledge sometimes found, it led to the establishment of schools and libraries and to a good deal of literary and scientific activity. The struggle for independence largely sprang from the fact that the Greeks were an educated people, although many wealthy and educated Greeks were accused of supineness at that time. According to the historian Finlay, 'The literary powers of the Greeks created a loud echo of patriotism, but thousands of wealthy Greeks continued to pursue their own schemes of interest and profit under the protection of the Sultan's government during the whole period of the Greek Revolution.'

The Greek method of education was, however, narrow, for two different reasons : firstly, the chief depositories of learning being the ecclesiastical authorities and most schools being under ecclesiastical guidance, instruction was largely based upon the Greek Christian Fathers ; and secondly, in spite of this, it tended to be of a too practically commercial type.

At the present time the Ministry of Public Instruction recognizes three classes of schools : (a) Demotic or Primary Schools ; (b) Hellenic or Intermediary Schools ; (c) Gymnasia or Superior Schools. Primary instruction is practically free and is compulsory. Primary schools are found in most villages, each separate district being controlled by an inspector. The body of teachers, male and female, are recruited from the normal schools at Athens. In 1910-11 there were 3,551 primary schools with 4,641 teachers (990 being women) and 259,854 pupils (82,458 being girls). For secondary education there are now 44 gymnasia, 284 Hellenic schools, and a few commercial and professional schools. These, together with several private schools, total over 350, having about 1,350 teachers and nearly 32,000 pupils (about 1,300 being girls). Several agricultural schools have recently been established, and there are Trade and Industrial Academies in the principal towns. The Government Trade Schools at Athens and Patras have together about 130 pupils. In

addition there are a large number of schools in the annexed territory (including 23 gymnasia).

For purposes of the administration of the schools the country is divided into twelve districts, with a chief inspector of education at each centre. These are at Athens, Lamía, Lárissa, Patras, Kalamáta, Nauplia, Chanía, Mitylene, Serrés, Salonica, Kozáne, and Yanina. There is a doctor at each centre, with control over all the schools in his district. In addition there are 64 inspectors of elementary education, 33 in Old and 31 in New Greece. All inspectors are appointed by the Minister of Education ; and the subjects to be taught in the schools, the hours apportioned to them, and the books to be used are fixed by a committee appointed by the minister.

The University of Athens has 64 ordinary professors, 106 lecturers, and about 3,250 students. Of the total number, 800 come from abroad, chiefly from Turkey. There are five faculties, Theology, Medicine, Law, Philosophy, and Science. The Polytechnikón Metsóveion, with 28 professors and 170 students, provides instruction in painting, sculpture, architecture, and mechanics.

At the University there is only one examination, at the end of the four years' course. Students must have passed at least two years at a Gymnasium, but there is no matriculation examination. The Faculty of Law is the most popular, and that of Theology the least. The Faculty of Philosophy includes Philology and History ; that of Science includes Mathematics. There is no collegiate system, and the students live where they please. No games are cultivated, but gymnastic exercise is compulsory for the first two years.

Though very soon after the establishment of the kingdom elementary education was made compulsory for all children, the poverty of the country prevented the law being enforced, especially in thinly populated rural districts. Till quite recent times there was a great deal of illiteracy, and it is said that as many as 30 per cent. of the army recruits could neither read nor write. But the figures given above for the

year 1910-11 (which apply to Old Greece only) show that now nearly all boys and about half the girls between 5 and 12 years old must be receiving elementary education. Higher education for girls is in a very backward state, and only the larger towns have secondary girls' schools. The interest of the Greeks in education is very real and one of their most notable characteristics. The first instinct of beneficence in a wealthy Greek seems to be to found a school or enrich a library; and large sums have been spent by the State. In Greece *irredenta*, in Macedonia and Epirus before the Balkan Wars of 1912-13, and still in those districts of Turkey where Greeks live in large numbers, the founding of schools has always been the chief element in nationalist propaganda.

Instruction in all the schools, elementary as well as secondary, as in the University, is carried on in the purist or 'classicizing' language introduced by Koraë's (see above, Chapter VI). A large part of the time is spent in teaching the classical language and history. There is, however, a body of educational reformers in Greece who not only urge that instruction should be in the 'demotic' language which the people use in their homes (see above, p. 113), but hold that the instruction is pedantic in manner and that altogether too much time is given to the study of ancient history and literature, and not enough to mediaeval and modern history, natural science, and mathematics. This is only a part of the general struggle that has been going on for the last thirty years between the advocates of the purist and the demotic languages (see above, p. 110). The bulk of the teaching profession is against the reformers.

Something has been done in recent years for the promotion of instruction in mechanics and commerce by those who regard the education given in the University as too exclusively literary or legal. The success of institutions such as the Roustópoulos Academy, the Athenian School of Trade and Industry, and the Polytechnic, as well as the establishment of agricultural schools, indicate this trend of opinion.

Education has gone farther among laymen than among the priesthood. The Rizáreion Seminary was founded by two brothers named Rizáres to raise the standard of education among the latter ; but the majority of the seminarists do not eventually enter the Church. The learning of the Church remains, like its dignities and its wealth, in the hands of the monastic orders (see above, p. 126).

CHAPTER IX

ECONOMIC GEOGRAPHY

Introduction—Agriculture—Forests—Minerals—Manufactures.

INTRODUCTION

ALTHOUGH agriculture is the most important occupation of the Greek people, probably not more than 20 per cent. of the total area is cultivated. In the mountainous districts, especially where limestone is the prevailing rock, the soil is scanty, and the land frequently presents a desert-like appearance. The sandstone areas are more fertile, and contain some arable and much meadow land. It is in the alluvial plains, however, that the bulk of the agricultural population is settled, though even there the land is not uniformly fertile. In some places it is covered with *débris* carried down from the mountains, and in others is either swampy or sandy. Deforestation, which has been continuous since early times, has also contributed to restrict the arable area, as in places, more especially on the lower slopes of the hills, the scanty soil, unprotected by a covering of vegetation, has been almost entirely washed away.

The climate of Greece is another important factor in its economic development. The hot dry summers and the warm moist winters of the coastal districts permit the growth of various southern fruits which form the staple exports of the country. On the other hand the drought of summer restricts the growth of other agricultural products, especially in the south. Irrigation from the streams is practised to some extent, but, as the water which they contain is very limited at the time when it is most required, it is usually reserved for the more valuable crops. On the other hand, if financial conditions permitted, it would no doubt be possible to

store part of the winter rainfall for use during the summer months.

The agricultural progress of the country has also been retarded by the drain upon the population which is continually taking place. Every year numbers of young men leave for the United States, attracted by the higher wages prevailing there (see p. 172). The country no doubt benefits indirectly, as large sums of money are annually remitted to it by these emigrants, but its agriculture suffers from the want of labour. In some parts of the country indeed the greater part of the field work is performed by women.

The fact that some of the most fertile parts of Greece, such as the plains of Thessaly, have long been under Turkish control must also be taken into consideration. It is only gradually that such regions can be improved and rendered more productive.

Within recent years various attempts have been made to improve the primitive methods of cultivation which had hitherto prevailed in the country. Modern machinery has been introduced, the use of fertilizers is gradually being recognized, and agricultural schools have been established. It is probable indeed that in the future Greece may become self-supporting in the matter of the more important food-stuffs.

As a manufacturing country Greece is of relatively little importance. There are few sources of power apart from the rivers, which are used on a small scale; the mineral wealth is not abundant, and is but partially exploited; the raw materials of industry are produced only to a limited extent. The cultivation of the vine, olive, and tobacco, and to a less degree of cotton and sugar, and the production of wool provide the raw material used in some of the more important industries which at present exist. The vine is of special importance in Greece. Not only does it provide for the manufacture of a considerable quantity of wine, but a special variety produces the stoneless grape which as the Corinthian grape or currant is so important an element in Greek industry and trade.

The maritime trade of Greece gives employment to a considerable number of people. For its importance there are several reasons. Commerce by land is rendered difficult, and in many places impossible, by the numerous mountain-ranges which traverse the country. The fertile and well-populated plains, which as a rule open out to the sea, are more easily connected by water than by land. The indented nature of the coast-line facilitated the development of ports even in early times, while the comparative freedom of the Mediterranean from storms during a great part of the year permits the use of small craft.

AGRICULTURE

Throughout the whole of continental Greece agricultural conditions vary greatly from one region to another. To the west of the Pindus range the rainfall is relatively heavy, and the distribution of crops is controlled mainly by the character of the soil. In the limestone regions pastoral pursuits alone are of any importance, sheep and goats being raised in considerable numbers. The sandstone districts are much richer, as they usually have a plentiful supply of water, and in many places there are rich meadows on which horses and cattle are reared. The plains, however, such as those in the valleys of the Artinós and the Aspropótamos, are much more fertile and contain the chief agricultural districts in the country. Both in the sandstone areas and in the plains, but more especially in the latter, wheat, barley, and maize, as well as the vine, tobacco, and fruit-trees, are grown. The olive is confined to the coast lands, as winter frosts are fatal to its growth in the interior. On the coast, also, oranges, lemons, and similar fruits are cultivated, and some rice is produced.

In the limestone districts of the Pindus region the arable land is confined to the valley plains, which are generally of limited extent. The sandstone hill country which borders it is on the whole more fertile, and maize is an important crop, more especially in the north and east. In the eastern part of Ágrapha the vine is grown, while in Tsoumérka some silk is

produced. Grazing is, however, the most important pursuit of the whole region, and large numbers of sheep and goats are raised. In the middle and higher districts there are excellent summer pastures, while in the valleys and on the lower hills there are often winter meadows. On the other hand many herds, fed on the Pindus in summer, winter in Thessaly, Aetolia, and even in Boeotia. A part of the population is therefore nomadic (see p. 99).

East of the Pindus agricultural conditions are more varied. In the Cambunian mountains the cultivated area is very limited. On the more gentle slopes of the Chásia there is often fertile soil, but agriculture is backward, and maize, which is used for food, is practically the only cereal grown. The same is true in the mountains of Trikkala farther to the east, though there the vine is cultivated to some extent. Sheep and cattle are raised throughout the region, and in the mountains of Chásia pig-feeding is of some importance.

The plains of Thessaly to the south of the Cambunian mountains are, potentially at least, the most important agricultural area in the country. Wheat, barley, and maize are extensively cultivated, and among other food crops are oats, beans, peas, and lentils. In various places, but especially in the west of the plain of Trikkala, cotton is a crop of some importance. Tobacco is grown in the plains of Trikkala and Lárissa. On the slopes of the Pindus an attempt has been made to grow sugar beet. In the east the plain of Halmyró produces tobacco and cotton, and olives and other southern fruits (oranges, lemons, &c.) are grown along the coast. Fruit-trees of various kinds and olives are also found on the lower slopes of the Pelion range. Both on the plains and on the hills stock-raising is an important industry. Even in the Thessalian plains a large proportion of the land is still fallow and let out for grazing. With an extension of the arable area, and with a better system of agricultural economy, the yield from these fertile regions could be largely increased. At present the cultivators are almost totally ignorant of the use of fertilizers, and their implements were until recently of

the most primitive description. It is only lately that the modern plough has begun to displace the type of implement used in ancient times, and that reaping and threshing machines have been introduced.

In the Othrys region goat-rearing is the chief employment of the inhabitants. In the valleys and in some of the more favoured upland districts, such as the basin of Tsanarlés, the scanty population is also engaged in growing grain and in cultivating fruit. In the valleys which open out to the east conditions are somewhat more favourable, and the population is accordingly denser. Along the coast south of Mt. Othrys the olive is grown, but west of Lamía it disappears. Among other fruits characteristic of this region are oranges and lemons, while both here and in the plain of Lamía maize, cotton, and tobacco are grown.

The mountains of the south-east peninsula of continental Greece are as a rule unfruitful, but in the river-valleys and on the coastal plains there are considerable areas of fertile soil. In this region one of the most fertile districts is the drained basin of Lake Kopaïs. The crops of the peninsula are varied, and include wheat, cotton, vines, olives, mulberries, and tobacco.

On the isthmus of Corinth much of the land is infertile. The olive is grown on the slopes of the hills near Mégara, while on the alluvial plains around the town there are corn-fields. In places vineyards and scanty crops, chiefly of wheat and barley, are found.

In the Peloponnese agriculture is on the whole more intensive than in northern Greece, as is indicated indeed by the greater density of population. The mountains of Arcadia probably contain in proportion to area more cultivated land than any other mountains in Greece, and it is said that every available bit of soil is utilized. In the more stony districts wheat and barley are grown, while maize is cultivated in the valley plains. The fruits of the uplands include apples, nuts, pears, cherries, and other northern varieties. The vine grows on the somewhat better lands, especially near Langádia and

Demetsána. On the western slopes, overlooking the valley of the Ladon, the vine and the mulberry are of some importance. In the northern part of the plain of Tripolitsá there are many vineyards, while in the south excellent wheat and barley, as well as vines and mulberry-trees, are grown. Hashish is also cultivated in this region. On the whole, however, arable farming is limited in extent in the Arcadian mountains, and many of the inhabitants depend on pastoral pursuits for a living. Large numbers of sheep and goats are fed in summer upon the high slopes of Maenalus and on the central range, and are taken in winter to the peninsula of Argolis. The cheese made from their milk is sent in considerable quantities to the coastal plains.

The northern part of the peninsula of Argolis is one of the least attractive parts of Greece. Owing to the permeability of the rock, and the almost complete absence of soil, the vegetation is of the scantiest description, and the inhabitants depend almost exclusively upon stock-farming. In the south of the peninsula conditions are slightly more favourable, and in the valleys a little corn and tobacco are cultivated. The really fertile places are the small coastal plains in the south, where Mediterranean fruits, olives, and grain are all cultivated.

The plain of Argos contains much fertile land and is well populated. On the lower slopes of the surrounding hills and on the edges of the plain itself there are olive groves. In the flat central lands corn, maize, tobacco, leguminous plants and other vegetables, and the vine are all grown.

In the Parnon region agriculture is confined to a few small valleys. On the coastal plains of Kynouría there are numerous small fertile districts where olives, carobs, figs, vines, and corn are grown. Farther south onions are an important crop in many of the valleys which open out to the east. Here also, because of the abundance of water, various southern fruits are cultivated. The plain of Moláoi, which opens out on the gulf of Laconia, is fertile, and the greater part of its surface is covered with crops of corn and maize. In the hill country on the other hand vegetation is scanty. In places

corn and vines can be grown, but the chief occupation of the inhabitants is stock-raising.

In the lowlands of the Eurotas (Íri), which lie to the west of the Parnon mountains, there are considerable areas of fertile soil. The plain of Sparta is exceptionally fruitful, and is almost entirely under cultivation. On the foot-hills of the surrounding mountains olives, oranges, and various other fruit-trees are grown. On the plain itself wheat and maize-fields, shaded to some extent by olive-trees, cover the surface. In the plain of Hélos, also, corn, vines, and mulberries are grown. The somewhat more elevated district of Bardounochória to the north of this plain is one of the chief silk-producing districts in Greece.

The Taygetus range possesses little land suitable for cultivation. In the north some corn is grown in the hollows where there are small patches of soil. Farther south the land is frequently terraced, and corn, olives, and vines are cultivated. In the Maina peninsula the means of subsistence are of the scantiest, except on the west coast, where a certain amount of terrace cultivation is possible. Even stock-raising is of little importance.

The basin of Megalópolis, to the north of the Taygetus, is one of the most fertile districts in Greece. Although the soil suffers to some extent from want of moisture, practically the whole of it is cultivated. Among the chief products are corn, vines, and currants, while olives, mulberries, and figs here and there break the otherwise uniform surface.

To the north of the Arcadian mountains there are considerable areas of cultivable land. On the coastal plains which fringe the gulfs of Corinth and Patras currants are one of the most important crops, and only a few olive-trees grow here and there between the rows. On the slopes of the hills up to a height of about 1,000 feet the currant is also cultivated, but along with it corn and vines are grown. In the higher mountains, such as Zíria and Chelmós, cultivation is confined to the broader valley troughs, which produce corn and vines and, where they are well watered, maize. Else-

where in the mountains only a little corn is grown. On the western foreland of Olonós, that is, in the country between the Kamenítsa and the Gastoúni, the cultivated area is on the whole small. On the hill-land of Voundoúkla only a little corn is grown. The lower country farther to the west produces currants, vines, and corn. These are also grown on the plains, where, however, the currant becomes of the first importance, especially between the town of Lechainá and the river Gastoúni.

Farther to the south, in the country between the Gastoúni and the Alpheios, the soil is as a rule fertile, and, as the water-supply is on the whole abundant, agricultural conditions are favourable. Nevertheless much of the land is uncultivated. In the hill country some corn is grown, but much of the un-forested area is still used as winter pasture-land. In the coastal districts the currant is the chief crop, and the plains of Gastoúni and Pýrgos are in the main given up to its cultivation. Olives and figs are grown in small quantities, and from some of the valley-meadows maize is obtained. Stock-raising is of considerable importance both in the hills and in the lowlands; in the plain of Gastoúni horses and draught animals are reared. Taken as a whole this region is one of the few in the Peloponnese in which a considerable extension of the cultivated area appears to be possible.

In the mountains of Andrítsaina there is little fertile soil, but on the plains along the coast and in the valleys of the hills which border them the crops are similar to those farther north. The same conditions prevail in the hill country of Messenia farther to the south. Here currants are grown in the small meadows and valleys of the sandstone districts, while the olive is grown extensively in the drier and sandier districts. Near the coast where there are facilities for irrigation many kinds of fruit are cultivated, figs, oranges, lemons, and vines being among the more important.

The plains in the basin of the Pirnátsa, between the Messenian hill-land and the Taÿgetus, are fertile, well watered, and productive. Among the fruits are oranges, lemons, and

figs. Olives and vines are grown in such quantities that oil and wine are exported. Wheat and maize are cultivated, the latter more especially in the lower plain, where water is more abundant. In both plains, also, currants form an important crop.

Summary of Agricultural Production

Vines.—From the point of view of external trade the cultivation of the currant vine is the most important feature of Greek agriculture. Apart from the north and west coasts of the Peloponnese and Messenia, the chief plantations are in the Ionian Isles, notably in Zante and Cephalonia, and near Chalcis in the island of Euboea. Outside of those districts few places are suited to the growth of the currant grape. The conditions under which it is grown in Greece are, however, so favourable that that country more than meets the world's demand for currants. Indeed the over-production has sometimes been so great that the stability of the industry has more than once been seriously threatened. Various remedial measures introduced during the last twenty years have so far met with only moderate success. In 1905 the Bank of Athens with the support of British and French financiers founded a privileged company empowered by the Government to purchase all currants grown for export. This company takes over the crop, restricts the output, buys up unnecessary plantations, and sells to the *Société Hellénique de Vins et Spiritueux* the surplus, which is manufactured into various products containing alcohol.

The ordinary wine-producing vine is grown in many parts of Greece, but the most productive regions are Attica, Euboea, Boeotia, Achaia, and Messenia. The methods of cultivation, however, are not highly developed, and with a few exceptions the wine produced is only of moderate quality. Phylloxera is prevalent but is not so serious as in various other European countries.

Olives.—The chief regions in which the olive is grown are the Peloponnese and the Ionian Isles. The island of Corfu

alone is said to produce nearly one-half of the total crop. The best quality of oil comes from the Ionian Isles and the second best from the Peloponnese and Euboea. The olives of the peninsula of Pelion on the other hand produce lubricating and illuminating oils. The best olives for eating purposes are grown in Messenia. Within recent years the area under the olive has been greatly extended, but there are probably still considerable areas unfit for other crops over which it could be grown. The methods of cultivation have also improved, but much remains to be done if the best possible return is to be obtained from the olive groves. A disturbing feature of the industry is the great variation in the annual yield. In 1910, for example, 14,000,000 kilogrammes of oil were obtained, while in 1912 the output amounted to 67,000,000 kilogrammes.

Tobacco.—Even before the annexation of the Kavála region to Greece tobacco had advanced to the second place among its agricultural exports. In Thessaly, where the bulk of the crop was formerly grown, two varieties are produced—black tobacco (Turk. *karatutun*) and yellow tobacco (Turk. *sari*). The latter flourishes in the plain of Halmyró and the former round Tríkkala and Kardítsa. Considerable quantities of tobacco are also grown near Lárissa. The Thessalian leaf is less valuable than the Macedonian, but *sari* on account of its peculiar perfume is much esteemed for blending purposes, and is exported in considerable quantities to Egypt, where it is used along with Macedonian tobacco in the manufacture of Egyptian cigarettes. Among other producing regions are Aetolia and Acarnania, Lamía, and Argolis. In the neighbourhood of Kavála tobacco of high quality is extensively grown and forms the chief agricultural export of the region. It finds its chief markets in Austria-Hungary, Great Britain, America, and Egypt.

Cotton.—The cultivation of cotton is of minor importance in Greece. The greater part of the crop is grown in Boeotia, but smaller quantities come from Thessaly, Phocis, and the Peloponnese. In Boeotia it is grown especially in the drained

basin of Lake Kopais. With the extension of irrigation the output could no doubt be largely increased, but owing to the scarcity of labour it is questionable whether any great expansion of the cultivated area can be looked for in the near future. Egyptian cotton has recently been introduced and is reported to be doing well.

Silk.—The production of silk has decreased greatly in Greece during the last half century, and many mulberry-trees have been uprooted to make room for the cultivation of currants and cereals. Recently, however, the Government has resolved to take steps to improve the position of the industry. The planting of the mulberry has been encouraged, instruction in sericulture given, and associations of silk-cultivators formed. At the present time the rearing of the silk-worm is carried on mainly by the women and girls of the household. The methods employed are of a somewhat primitive nature. The chief producing regions before 1913 were in the Peloponnese and in Thessaly. Since then a new and important area has been added in the district round Salonica. The silk-worm is also raised in the basin of Monastir and in the plain of Yanina.

Hashish.—This is grown in the plain of Tripolitsá. The whole of the product is exported, the bulk of it going to Turkey and Asia Minor.

Wheat.—Wheat is the most important cereal grown in the country, but the quantity produced is not sufficient to meet the home demand. For this the methods of cultivation are partly to blame, and the average yield per acre is only about 13 bushels. Thessaly, with about one-third of the cultivated area, produces nearly one-half of the total output, but, if the soil were cultivated in a more scientific manner, marshy districts drained, and fallow land brought under the plough, its yield could be greatly increased and the amount of wheat imported correspondingly diminished.

Other Cereals.—Oats, barley, rye, and maize are less important, and together occupy an area smaller than that under wheat.

The following tables, taken from a preliminary survey made by the Ministry of National Economy in 1912, give an approximate view of the extent of cultivation and of production in Old Greece.

LAND AREAS AND ECONOMIC DISTRIBUTION (in sq. miles)

	<i>Cultivated land.</i>	<i>Pasture.</i>	<i>Forest.</i>	<i>Marsh and land capable of cultivation.</i>	<i>Waste land (nearly all mountain).</i>
Continental Greece . . .	1,665	930	1,840	96	2,816
Euboea and N. Sporades Is.	295	222	216	42	836
Thessaly . . .	1,390	1,170	998	97	1,372
Arta	46	84	118	6	150
Ionian Islands .	421	107	17	37	426
Cyclades Islands	147	181	4	3	559
Peloponnese . .	2,391	885	1,176	179	4,020
Totals	6,355	3,579	4,369	460	10,179

Note.—The heading ‘Waste land’ includes a large amount of mountain-land used for pasturing goats and sheep. The area of forests given above is a good deal in excess of any previous estimate (about 17 per cent. of the total area of the country), and is probably inaccurate. The highest previous estimate gave about 3,150 sq. miles of forests (12 per cent. of the total area; cf. below, p. 147).

DIVISION OF CULTIVATED LAND (in sq. miles)

	<i>Corn, cotton, tobacco, &c.</i>	<i>Fruit and vegetables.</i>	<i>Vines and currants.</i>	<i>Olives and figs.</i>
Continental Greece	1,410	28	138	89
Euboea and N. Sporades Is.	242	4	23	26
Thessaly	1,279	24	40	47
Arta	44	1	$\frac{1}{2}$	$\frac{1}{2}$
Ionian Islands .	(details not available)			
Cyclades Islands	98	7	34	7
Peloponnese . .	1,618	62	451	260

PRODUCTIVITY (in tons)

	<i>Corn, &c.</i>	<i>Vege- tables.</i>	<i>Tobacco.</i>	<i>Cotton.</i>	<i>Rice.</i>	<i>Clover, and cattle- foods.</i>	<i>Grapes.</i>	<i>Currants and sultanas.</i>	<i>Olives.</i>
Continental									
Greece	184,656	23,811	4,022	7,647	—	57,879	78,375	894	22,757
Euboea and	26,825	4,617	41	11	—	2,559	27,040	—	7,713
N. Sporades	165,541	13,756	5,113	457	168	5,535	16,948	—	29,000
Thessaly	9,773	812	37	5	$1\frac{1}{2}$	135	407	—	461
Arta	17,329	9,826	87	5	$1\frac{1}{2}$	3,802	32,709	20,688	24,452
Ionian Is.	13,141	4,411	52	262	—	542	11,816	7	4,492
Cyclades Is.	197,465	30,864	3,374	727	—	17,904	155,778	124,044	31,958
Peloponnese									
Totals	614,730	88,097	12,726	9,114	170	88,356	323,073	145,633	120,833

Note.—Under ‘corn’ is included 1,780 tons of hemp grown for opium ($8\frac{1}{2}$ tons in Thessaly, the rest in Arcadia). Considerably more than half the corn produced is wheat. Beans, peas, potatoes, and onions are the principal vegetables; a certain amount of beet is also grown. The olives include all used for making oil and for manufacturing purposes, as well as those grown for eating. The estimated value of the whole of the year’s agricultural products was £14,301,676. (The 1917 Greek tobacco crop was estimated at 45,600 tons: Old Greece, 27,000 tons; New Territories, 18,600 tons.)

LIVE STOCK

	<i>Horses, mules, and donkeys.</i>	<i>Cattle.</i>	<i>Sheep.</i>	<i>Goats.</i>	<i>Pigs.</i>	<i>Fowls.</i>	<i>Geese, ducks, turkeys, &c.</i>	<i>Bee-hives.</i>
Continental								
Greece	91,432	77,200	969,997	901,455	70,215	554,247	42,213	71,052
Euboea and	15,993	14,899	146,993	157,563	7,128	98,854	4,843	29,859
N. Sporades	72,939	86,245	815,626	354,430	29,517	403,985	30,238	39,502
Thessaly	2,789	6,873	50,549	61,349	1,096	31,869	94	3,515
Arta	22,696	8,913	109,169	84,040	8,598	206,234	15,526	14,810
Ionian Is.	12,990	13,655	63,118	62,093	9,093	57,257	1,497	10,321
Cyclades Is.	142,498	96,429	1,389,990	1,017,113	101,529	1,176,874	62,831	89,180
Peloponnese								
Totals	361,337	304,214	3,545,442	2,638,043	227,176	2,529,320	157,242	258,239

Note.—The majority of the horses are small mountain ponies, used for pack-transport. The cattle are mostly draught animals; only a few cows are kept for milking and few oxen for killing. Included among the cattle are a certain number of buffalo, also used for draught purposes (409 in continental Greece, 5,308 in Thessaly, and 135 in the Peloponnese).

FORESTS

Notwithstanding the deforestation which has taken place in Greece since early times, considerable areas of forest are still found in the more mountainous parts of the country. This is especially the case in the north and west, where the rainfall is heavier than it is in the east. About 12 per cent. of the total area of Old Greece is covered with forest (see p. 145, where the figures for the different districts are given). In the Pindus range the vegetation is both luxuriant and varied. On the lower slopes the oak predominates and up to a height of about 2,000 ft. is the principal tree of the sandstone districts. The beech, which grows mainly on silicious soils, the hornbeam, which often forms extensive forests in the inner valleys of the Pindus, and the chestnut flourish up to a height of between 3,500 and 4,000 ft. On the limestone rocks between 2,000 ft. and the upper limit of tree-growth (5,000 to 5,500 ft.) the silver fir is the most important tree and covers wide areas. Mts. Olympus, Ossa, and Pelion, on the east side of the Thessalian plain, are well wooded. The Corsican pine abounds in the Stákliá region of Aetolia and other districts where silicious soils predominate.

Elsewhere in the mountainous parts of northern Greece the vegetation is somewhat similar. In the Cambunian ranges the oak is the most important tree, but it is frequently associated with the hornbeam. On the Oxyá mountains beeches are mixed with the oaks. Many parts of the Othrys range are either barren or covered with phrygana, but in the east there are forests of oak and fir. The mountains of the Krávari district of Aetolia and those N. and NW. of Attica (Parnes, Cithaeron, and Helicon) are covered with pine and fir woods.

In the Peloponnese the forests are more limited in extent. The principal trees are the Aleppo pine, the stone pine, the silver fir, and the Corsican pine. The Aleppo pine flourishes especially in the neighbourhood of the sea, and extends up the mountain-slopes to a height of 3,000 ft. It is found

mainly along the north and west coasts and is entirely wanting in the south. The stone pine (*Pinus pinea*) is in the main confined to the west coast.

The silver fir is the most important tree of the highlands; it is found in all the mountain districts of the Peloponnese except Argolis, Messenia, and Andritsaina. It attains its maximum development in the zone which lies between 2,000 ft. and 5,000 ft. above sea-level. The central ranges of the Arcadian mountains, the northern part of Maenalus, Chelmós, and Zíria are among the regions covered by it. The Corsican pine is not so widespread, but it is of some importance on Mts. Taygetus, Parnon, and Zíria.

The oak is the most important summer-green tree in the Peloponnese. It is found chiefly in the west, where it grows on the lower slopes of the hills. The chestnut and the plane are found in various parts of the country below 4,000 ft., but do not form extensive forests.

The maquis, so characteristic of Mediterranean regions, covers large areas. Its chief components are the oleander, myrtle, gorse, and thorn-bush. It occurs in many parts of the Peloponnese, but probably reaches its greatest development in Messenia, on the northern slopes of the mountains of Andritsaina, and on the hills of Voundoukla.

A large proportion of the mountain area of eastern Greece is barren and produces only phrygana (called in Greek *pournária*), a low, prickly shrub which affords a scanty food for goats.

MINERALS

Although there is a certain amount of mineral wealth in Greece, there are few deposits of first-class importance, and the part played by the mineral industry in the economic development of the country is not great. In ancient times the output relatively to the world's production was much more important than at present, and in Athens the State derived a considerable revenue from the silver and lead of the Lávrion mines. They fell, however, into disuse, and until after

the middle of the nineteenth century it was believed that they had been abandoned on account of exhaustion. The slag which lay about in heaps was used for ballasting ships. Some slag from the old workings in Lávrion came in this way under the notice of a Sardinian mine-owner, who saw that it contained sufficient lead to make resmelting a profitable industry. Accordingly he bought up the old slag-heaps, obtained the right of exploitation from the Government, and founded a French company, the *Société Métallurgique du Lavrion*, for that purpose. Later on he also obtained concessions of unworked mineral districts in the centre of Lávrion. The impetus given in this way to mining in Greece was very great, and by 1891 over 450 concessions had been granted by the Government. Of the concerns actually in operation the most important are the French Company of Lávrion and the Greek Company of Lávrion. In addition two smaller companies have mines in Lávrion, and there are about a dozen scattered over the remainder of the country. The principal products are iron, including manganese iron, lead chromite, magnesite, emery, and zinc. Small quantities of silver, copper, nickel, &c., are also obtained.

Iron Ore.—This is found in various forms. It is the principal product of the mines of Lávrion; and there are also important deposits at Grammatikó near Marathon. The ore from the latter is brought by light railway to the small port of Limióna, whence it is shipped. At Lárymna in Locris there are iron-fields which are worked by Greek companies with British capital; Atalánte, farther to the north-west, is another centre of the industry on the mainland. Among other places where iron ore is known to exist may be mentioned Pentelicus, Thessaly, and the Taÿgetus. It is also worked in several of the islands, notably in Sériphos, Sípunos, and Skýros. Practically all the iron ore which is mined is exported, chiefly to Great Britain, Belgium, and Holland, as the want of suitable fuel for smelting purposes has prevented the growth of an iron industry within the country. There are mines for working iron pyrites near Hermiône in Argolis.

Lead.—The silver-lead ores of Greece are worked chiefly for the sake of the latter mineral. The principal deposits exploited at the present time are in Attica and in the island of Sípunos. In Attica the French Lávrion company has mines at Kyprianó, Kamárizza, and Pláka. Of these the first are the most important, but in all of them the process of smelting the ore is carried out on the most modern scientific principles. The Greek Lávrion company, which has mines at Dárdeza and Kápsalo, is chiefly engaged in resmelting the remains of earlier workings. The mines in the island of Sípunos are of less importance. Lead is also known to exist at Zagorá in Thessaly, on Hymettus, in the south of the Peloponnese, and in some of the islands near Euboea, but such mines as have existed there appear to have been abandoned.

Other Minerals.—*Chromium* is obtained from chrome iron, which is found in the Pelion and Othrys mountains as well as in some of the islands. The demand for the Greek product has recently decreased, probably owing to the greatly increased output in other parts of the world. At the present time the chief deposits worked are those situated near Phársala and Lamía. The total output is small.

Magnesite is worked mainly in the island of Euboea, but it is also found in Locris, Megaris, and elsewhere. In Euboea, where the best qualities are obtained, there are quarries at Mantoúdi, Límne, and Galatáki. The mineral is exported either in the raw state or as fire-proof brick.

Zinc in the form of calamine is an important product of the Lávrion region, and there are also important deposits in the island of Antíparos. The ore is calcinated before export.

Emery is obtained from the island of Naxos, where it occurs in considerable quantities. The exploitation of the mines is a monopoly of the State and is a source of considerable revenue to it. The emery is sent to Syra for export abroad, the largest amount going to the United States and smaller quantities to France and Germany. The development of the metallurgical industry in the United States has given a considerable impetus to the production of emery in Naxos.

Manganese is found in small quantities in Grammatikó, Síphnos, Séríphos, and Mélos.

Among other minerals which may be mentioned, although they are worked only to a very slight extent, are copper, nickel, sulphur, and lignite. *Copper* is obtained in small quantities from Skýros, but it is known to occur in the Othrys and Taÿgetus ranges, and in the islands of Euboea, Páros, and Andros. In these places, however, no works appear to have been established, and it is doubtful whether they would prove lucrative. *Nickel* is produced in small quantities near Lárymna. *Sulphur* is found in Attica and the Peloponnese as well as in some of the islands. *Lignite* is of poor quality, and only the deposits of Koúmi in the island of Euboea are worked at present. The plant of these mines at Koúmi has recently been renewed, and the output much increased. Other deposits of lignite are known to exist in the districts of Oropó and Alivéri.

Building-stone.—Marble is the most important building-stone of Greece. It is obtained in Attica, the Peloponnese, Thessaly, and in some of the islands. The quarries of Pentelicus are still the most valuable source of supply, and account for about one-third of the total output. Many of the larger buildings of Athens are built of white marble obtained from this district. The quarries are in the hands of a British company, which also works the green marbles of Ténos, the red marbles of the Maina, the black marbles of Argos and Naxos, and the veined marbles of Skýros.

In addition pozzolana is found in large quantities in the volcanic island of Théra.

Salt.—Greece does not possess any deposits of salt, and the demands of the country for domestic and industrial purposes are met partly by the evaporation of salt-water and partly by importation from abroad. The largest salt-pans are found in the lagoon of Lefkás, at Anávysso, and at Mesolónghi, but there are smaller ones at various points on the coast.

Mineral Wealth of Macedonia.—The mineral deposits of the recently acquired territories in Macedonia are believed

to be extensive, but during the period of Turkish rule little was done for their development. In ancient times gold was worked near Kaválla and silver in the vicinity of Serrés, but whether it will pay to reopen these mines does not yet appear to be known. Manganese and magnesite are obtained at Gerakiné and Doxáto, iron pyrites in Chalcidice, and zinc at Thasos. Copper, antimony, zinc, iron, chromite, and other minerals are known to exist.

Summary.—Altogether there were 51 mines and quarries working in Greece in 1913, distributed as follows :

Iron ore	14	Chrome ore	2
Iron manganese	1	Magnesite	9
Lead	4	Lignite	1
Zinc	3	Emery	1
Manganese	1	Marble	4
Nickel	1	Mineral tar	1
Bronze	1	Sulphate of lime	2
Iron pyrites	2	Millstone	2
Sulphur	1	Pozzolana	1

This list includes 4 of the principal mines in the new territories (iron in the island of Icaria, iron pyrites and magnesite in Chalcidice, and zinc in Thasos).

The following table gives the production of the principal mines and quarries for the year 1915 (wrought and unwrought):

<i>Mineral.</i>	<i>Tons.</i>	<i>Mineral.</i>	<i>Tons.</i>
Iron ore	157,340	Chrome ore	10,420
Iron manganese	1,041	Magnesite	187,390
Lead and silver-lead	116,500	Lignite	39,745
Zinc	53,330	Emery	14,338
Manganese	408	Sulphate of lime	1,648
Nickel	20,577	Pozzolana	13,471
Iron pyrites	12,113	Salt (average yearly yield)	46,000
Sulphur	24,773	Marble	877 cubic metres

The total value of the products sold in 1915 was £989,600; the value of the products exported was £607,016.

MANUFACTURES

The general conditions affecting the slow growth of manufactures in Greece have already been referred to. The principal industries are those connected with working up, to a greater or less extent, the agricultural products of the country. The olive, the vine, the mulberry, and cotton are therefore among the chief sources of raw material, and the manufactures based upon them are located mainly, but not altogether, in the producing districts.

Olives and Olive-oil.—The manufacture of olive-oil is carried on in most parts of the olive-growing area, but the methods employed are generally of a rudimentary description. A few of the mills are now worked by steam or by hydraulic power, but in the majority animal traction is still used. The internal arrangements of the factories are as a rule unsatisfactory, and the oil which is produced is coarse and dense. As a result the chief market, outside Greece, is found in the Greek settlements abroad, though within recent years a finer quality has been made for export to France. Considerable quantities of olives are preserved, especially in Messenia, and sold for home consumption.

Wine.—The manufacture of wine is also widely distributed throughout the country. The bulk of the export business in wine and spirit is done by the *Société Hellénique de Vins et Spiritueux*, which buys from the privileged company its surplus stock of fresh and dried currants. These, along with the produce of some of the best vineyards in Greece, are treated in the modern cellars and distilleries of the *Société Hellénique*, which are established in all the important viticultural districts. The output includes cognac and other spirituous liquors, industrial alcohol, wines, and syrups, glucose, &c. The use of industrial alcohol is spreading within the country, where it is used for lighting and heating purposes both in hotels and in private houses. Apart from the products of the *Société Hellénique* the wine made in Greece is generally of a poor quality and is not highly esteemed abroad.

The chief establishments of the *Société Hellénique* are at Pháleron and at Mýloi, at Eleusis, Pýrgos, and Kalamáta. There are also important manufactures of wines and spirits at Piraeus, Patras, and Chalcis.

Cotton.—The manufacture of cotton goods has made considerable progress within recent years, but still falls far short of meeting the home demand. It is mainly located either in the cotton-growing districts, where native cotton is used, or at the ports where foreign cotton and yarn can be imported. Livadiá and Tríkkala are important centres in the cotton-growing districts, and have hydraulic works for ginning and baling cotton, steam spinning-sheds, and machinery for the extraction of oil from cotton-seed. Piraeus is, however, the chief seat of the spinning industry and is reported to have 75 per cent. of the total number of spindles in the country. The remainder are situated in the parts of Thessaly already mentioned, in Patras, Livadiá, Vólo, and elsewhere. Weaving is somewhat more widely distributed. Piraeus is again the chief centre of the industry, but Athens has several factories, some of which are engaged in the manufacture of printed cotton goods. Tripolitsá, among other things, produces ribbons of good quality, Argos weaves cotton fabrics and cloths made of an intermixture of cotton and hemp. Syra, Chalcis, Vólo, and Zante all engage on a small scale in the manufacture of various kinds of cotton goods.

Silk.—The silk industry is of minor importance, and depends mainly upon the raw material produced within the country itself. Athens and Piraeus each possess factories where silk fabrics are woven, and a certain amount of both spinning and weaving takes place at Kalamáta, Sparta, and Mistrá. There are also small workshops in Acarnania, in Vólo, and in Zante. The products of the Greek looms have a good reputation abroad.

Soap and Candle Works.—The first of these industries depends to some extent upon the cultivation of the olive and the production of olive-oil. The principal factory is at Eleusis, but Piraeus, Vólo, and Zante are also engaged in

the manufacture of soap. The manufacture of candles is carried on mainly at Piræus and in Corfu, but there are numerous small establishments in the more important Greek towns. The raw material, paraffin-wax and resin, is imported from America and Austria.

Engineering and Shipbuilding.—The chief engineering works of Greece are situated at Piræus, where they have grown up in connexion with the shipping of the port. Small ships are built there, and locomotives, machinery, and bridging material constructed. The want of suitable fuel, however, is likely to prevent any considerable expansion of the industry.

Miscellaneous.—Among the other industries of the Piræus is the manufacture of paper, chemicals, glass, pottery, bricks, and cement. Athens has breweries, chocolate factories, printing-presses, lithographic works, and furniture shops. In Eleusis cement is made, and in Lamía and Aegina there are potteries. In Corfu is the mint for the new silver coins of Greece; the town has also an important paper industry and a monopoly of the manufacture of playing-cards. In Zante there are saw-mills and workshops where cases for packing raisins are made. An industry of a very modern character exists in the valley of the Gorgopótamos near Lamía, where sufficient water-power is developed to render possible the manufacture of calcium carbide. Its use, however, appears to be confined to the neighbourhood.

Domestic Industries.—In all the rural parts of the country domestic industries play a considerable part in the occupations of the people and more especially of the women. Wool is bleached and spun at home, and the yarn woven into cloth on the primitive loom which is found in every household. Where cotton is grown it is ginned in a rough and ready fashion, and either used for padding bed-quilts, or spun and then woven into durable calico, or used along with wool and silk in the manufacture of brightly striped dress materials.

CHAPTER X

TRADE AND FINANCE

Economic conditions and products—Exports and imports—Mercantile marine—Ports and docks—International control of finance—National finance and debt—Banking—British Legation and consular offices.

ECONOMIC CONDITIONS AND PRODUCTS

SALONICA, recently acquired by Greece, is commercially of even greater value than Athens itself; but if Piraeus is included in Athens, as is now usual, the capital is the most active centre of commerce and industry in the country. Patras, though probably richer than either in proportion to its size, is much smaller and has of late years grown slowly; it lost business when the Corinth Canal was completed in 1893, as many vessels which previously used it passed on to other ports by the new waterway.

Most of the richer and more prosperous towns are ports. The inhabitants of Greece have always been attracted by business connected with the sea, a numerous maritime population being a natural consequence of the enormous length of coast-line in proportion to its area and the number of islands possessed by the country. Piraeus has grown rapidly during the last forty years and is now the busiest place in the kingdom.

More than half of the total area (15,978,750 acres) of Old Greece is mountainous, and of this 2,029,300 acres are covered by forests. The cultivated area is about 4,000,000 acres, and about 2,300,000 acres are meadow and pasture. In addition much of the mountain land affords grazing to sheep and goats. The chief crop is the currant, which is largely exported; olives are also grown for export in considerable quantities; and figs, oranges, lemons, citrons, almonds, and olive-oil are

shipped. The export list also includes wine and spirits, tobacco, and hides, as well as lead and silver ore, iron ore, magnesium, emery, and other minerals, and sponges.

EXPORTS AND IMPORTS

The export trade consists chiefly of agricultural products. Mining and industry are in their infancy. The imports include a considerable amount of minerals and ores, and yarn and tissue.

Since 1905 the value of the total yearly imports has risen from about $5\frac{1}{2}$ to about $6\frac{1}{2}$ million pounds; that of the yearly exports from $3\frac{1}{2}$ to $5\frac{1}{2}$ million pounds.

Principal Imports in 1911

Living animals	number	164,276	Paper and paper manu-		
Coal	tons	532,405	factures	value	£181,720
Coffee	lb.	4,049,000	Petroleum and mineral		
Cotton, raw	lb.	5,370,000	oil	cases	177,000
Cotton, yarn	lb.	1,350,000	Potash, soda, saltpetre	lb.	8,784,000
Cotton, manufactured	lb.	6,364,000	Silk manufactures	lb.	45,259
Fish	lb.	17,511,200	Sugar	lb.	20,990,000
Glass and earthenware			Wire, incl. telegraph wire		
	value	£76,160		lb.	4,290,000
Grain of all kinds	tons	235,800	Wood for building		
Hides and skins	lb.	6,308,000		cubic yds.	67,887
Iron and steel	lb.	24,612,000	Woollen manufactures	lb.	1,954,000

Principal Exports in 1911

Currants	{	lb. 250,000,000	Olive-oil	gallons	922,500
	value	£1,870,000	Spirits : cognac	gallons	276,000
Figs		lb. 62,000,000	Sponges	lb.	98,000
Hides		lb. 2,548,000	Tobacco	{	lb. 18,438,000
Lead ore	tons	15,479		value	£708,000
Manganese ore	tons	186,000	Valonia	lb.	33,125,000
Zinc ore	tons	32,041	Wine	{	gallons 13,973,000
Olives	lb.	16,110,000		value	£571,600

MERCANTILE MARINE

From the end of the eighteenth to the middle of the nineteenth century Greek sailing vessels held the first place in the commerce of the Black Sea and of the Aegean. After

this period they suffered greatly from the rivalry of steamships, and it was not till the period 1880 to 1890 that Greek shipowners began to buy steamers and compete with foreign vessels. Since then very rapid progress has been made, and now Greek shipping is second only to British in the carrying trade of the eastern Mediterranean. Whereas in 1883 the Greek mercantile marine consisted of only 50 steamers, in January 1915 it consisted of 474 steamers with a collective tonnage of 549,983 net. Of these over 70 were of more than 2,000 tons net each. In addition there are a large number of sailing vessels with a collective tonnage of 107,466 net.

The average annual increase in the number of Greek steamships, which between 1892 and 1903 was 10, amounted during the five years 1906-11 to 27.5, with a tonnage of 36,700 tons, or about 1,700 per vessel. More than 100 steamships were acquired between 1913 and 1915.

The year 1911 revealed a progressive increase in the tonnage as compared with the number of the steamers, for, although the number purchased (47) during that year was little more than in the previous 12 months (42), [their tonnage was twice as much. The greatest progress in the mercantile marine had been accomplished in the 15 years previous to 1914. Several vessels, including some of considerable tonnage, had been ordered and were in course of construction. It was specially intended to develop services originating from Greece. A good deal of attention had been given to these services by Austrian and Italian vessels, and competition between them and the locally owned vessels had become very keen.

The rate of increase or expansion of the Greek mercantile marine and its development had been hampered owing to the absence of a law by means of which maritime mortgages were possible. Early in 1910 a mortgage law passed the Boulé, and since then Greek steamship owners have enjoyed increased credit, and the development of the mercantile marine continued with a rapidity not previously known.

In 1914 a large amount of British tonnage had recently

been sold to Greek buyers ; these latter can secure a profit where British owners would have to face a loss.

The following table shows the shipping construction for the years 1889-1914 :

NUMBERS OF SHIPS BUILT

<i>Year of Building.</i>	<i>Over 6,000 gross tonnage.</i>	<i>Between 4,000 and 5,000 gross tonnage.</i>	<i>Between 3,000 and 4,000 gross tonnage.</i>	<i>Between 2,000 and 3,000 gross tonnage.</i>	<i>Speed.¹</i>	<i>Gross tonnage.</i>
1889			2	11		33,663
1890		1	1	19		55,249
1891				14		33,551
1892			3	11		38,753
1893			2	4		14,377
1894			4	8		35,897
1895			1	8		24,400
1896			6	5		31,635
1897		1	8	3		38,114
1898		2	2	4		26,507
1899			4	1		16,209
1900			1	3		11,953
1901			2	3		15,532
1902		1	5	5		33,801
1903		1		3		12,256
1904			7	3		32,668
1905			5			16,839
1906			3	5		24,407
1907	1 ^a	1	2	1	^a 13 knots	19,582
1908	1 ^b		3	1	^b 13½ knots	19,011
1909		1 ^c		1	^c 14½ knots	7,383
1910 ²				1		2,976
1911			1	1		6,513
1912	1 ^d	1	3		^d 17 knots	21,739
1913		3	6			34,726
1914 ²		2	1			12,027
Totals	3	14	72	115		619,768

The vessels are nearly all the property of private firms ; there are only six or seven shipping companies, and only one of these is of importance. The State has never granted any navigation subsidy or shipbuilding bounty to assist the development of the steamship fleet, except in the case of

¹ Speed, where not indicated, may be assumed to be under 12 knots.

² One ship with no tonnage given.

certain small lines regarded as unproductive, and of the Brindisi-Patras line, which is indemnified for each journey. Those firms holding contracts for the carriage of mails receive for remuneration: (a) 2 drachmai (1s. 8d.) per register ton, (b) 25 lepta ($2\frac{1}{2}$ d.) per sack of mails, (c) reduction of light dues and anchorage dues. The Greek owners have, however, for the most part done everything themselves. To-day the principal owners are those of Piraeus (213,930 tons net), Syra (114,878 tons), Andros (113,406 tons), Cephalonia (53,470 tons), and Ithaca (35,847 tons).

The majority of Greek steamers have been built in English yards, and the more modern of them combine all the latest improvements in naval construction, being in this respect superior to the vessels of the competing fleets of the Mediterranean.

In Levantine waters, besides the Greek shipping, two-thirds of the steamships and four-fifths of the sailing vessels flying the Turkish flag were owned by Greek subjects living in European and Asiatic Turkey.

Three direct lines of steamers run to the United States, making the voyage from Piraeus to New York in 14 days. These are all manned by Greek sailors, who have an excellent reputation for seamanship, steadiness, and general ability.

During the Balkan wars the Greek marine was able to afford 95 steamers requisitioned by the Government. Of these 4 (transatlantic liners) were converted into auxiliary cruisers and assisted in the capture of the islands of the Aegean, 2 into hospital ships, 4 into supply vessels for the fleet, and 85 into transports for the army. These latter served to help the mobilization of the army between Piraeus and Thessaly; and after the capture of Salonica the main line of communication of the Greek army was by sea. By their means a Bulgarian division was carried from Salonica to Dedeagach, and four Greek divisions from Macedonia to Epirus and back again. The provisioning of the armies in Macedonia and Epirus was maintained throughout without any help from foreign shipping.

PORTS AND DOCKS

The principal commercial ports of Greece are :

Old Greece : Piræus (see Route 1), Patras (see Route 88), Vólo (see Route 24), Kalamáta (see Route 72), Katákolo (see Route 84), Aígion (see Route 93), Gýtheion (see Route 68), Lávrion (see Route 6), Mesolónghi (see Route 33), and Nauplia (see Route 56).

In the islands belonging to Old Greece are : Syra (Cyclades) ; Corfu ; Argostóli (Cephalonia). Details concerning these will be found in Volume II of this handbook. New Greece : Salonica, Kaválla (both in Macedonia ; for details see *Handbook of Macedonia*, I.D. 1114), and Candia (Crete).

Of all these ports Piræus, Salonica, and Patras are by far the most important ; almost all the foreign import trade passes through them, and in recent years a certain amount of modern manufacturing enterprise has made its appearance. Kaválla is the chief place for the export of the tobacco known as Turkish, and the British American Tobacco Co. had an important branch operating there before the war. Katákolo exports mainly currants, and most of the other ports mentioned are concerned chiefly with the export trade of the agricultural districts connected with them.

No shipbuilding of any importance is carried on in Greece. There are no Government establishments for ship construction, nor indeed any shipbuilding yards except a few small concerns at Piræus, Syra, and other ports. In these only wooden sailing vessels, besides lighters and boats, are constructed. The Syra yards have built craft up to nearly 300 tons, but the type of vessel usually produced is that known as a caïque (*kaïki*), ranging from 20 to 60 tons.

Repairs to shipping can be undertaken at Piræus and Syra. The facilities offered by these two ports in this direction are largely availed of, and in Syra particularly, which has in recent years declined considerably in importance as a port, this industry is important.

Stocks of coal are usually maintained at Piræus, Vólo, Salonica, Zante, and Patras. Small quantities may usually be obtained at Corfu, Argostóli, Candia, and Mityléne. Syra, which before the rise of Piræus was the most important bunkering station in these waters, has lost 80 per cent. of its coaling trade, most having gone to Piræus and Kéos. The coaling dépôt on this latter island (Hágios Nikólaos bay) has been steadily growing in importance in recent years. It is temporarily closed, but will no doubt be opened again after the war.

The principal naval dockyard belonging to the Greek Government is on the island of Salamis near Piræus. There is also an old naval dockyard at Póros island on the south shore of the gulf of Athens. Crete possesses a dockyard at Suda bay; it is, however, practically abandoned. Preliminary work on a new naval dockyard at Eleusis bay has been begun.

INTERNATIONAL CONTROL OF FINANCE

Since March 1898 the public finances of Greece have been to some extent under the control of the International Financial Commission representing the 'Mediating Powers', who arranged, and enforced on Turkey, terms of peace between that Power and the kingdom of Hellas after the war of 1897. Delegates are sent to the Commission by the six Great Powers—Germany, Austria-Hungary, France, Great Britain, Italy, and Russia—and sit at Athens in direct official relations with the Greek Minister of Finance. When the Commission was appointed Greece had been in default for some years. The Commission proceeded at once to deal with the whole financial situation. The Commission's arrangements were primarily directed (a) to providing the indemnity payable to Turkey, (b) to covering the accumulated Greek Budget deficits, and (c) to converting the gold floating debt; but they included the settlement of the external gold loans on terms almost identical with those proposed in 1895-6 by the bondholders' committees, and then rejected by the Greek

Government. The details are rather complicated, but the broad principles of this settlement are simple. By it three classes of revenue were assigned for the service of the debt. (1) Government monopolies : salt, petroleum, matches, playing-cards, cigarette-paper, Naxos emery. (2) Duties : stamp duties, tobacco dues. (3) Import duties collected at Piræus. The monopolies and duties are estimated under the Law of Control to produce 28,900,000 dr., or, at 25 dr. to the £, £1,156,000, and the Piræus import duties 10,700,000 dr., £428,000, making a total of 39,600,000 dr., or £1,584,000. If during two consecutive half-years these revenues amount to less than 85 per cent. of this sum it is provided that the customs receipts of Lávrión, Patras, Vólo, and Corfu shall successively be applied in order to make up the deficiency.

By the Law of Control the creditors of Greece were called upon to accept a great reduction in the interest on their bonds : the rate for the 4 per cent. monopoly loan of 1887 was to be 43 per cent., or less than half, of the original rate, while in the case of the other loans only 32 per cent. was granted. It was arranged, however, that the bondholders should benefit by any excess of the actual yield of the monopoly and stamp and tobacco revenues, such an excess being treated as a plus value, and divided, after deduction of 18 per cent. for expenses, in the proportion of 60 per cent. for the debt, and 40 per cent. for the Greek Government.

The arrangement has worked well both for the creditors and the Government, the yields from the assigned revenues having admitted of appreciable additions to the debt services and the return of considerable sums to the Treasury. The minimum interest fixed for the monopoly loan was 1.72 per cent., but for many years past the rate actually received has been over 2 per cent., and that paid in 1915 was over 2½ per cent. The interest on all the loans has been appreciably increased.

The Commission has assisted in the issue of several loans made by the Greek Government. The 4 per cent. 1902-4-6 railway loan and the 5 per cent. 1914 loan are under the direct

control of the Commission. The Government's share of the plus values and profit on exchange enabled the interest on the new loans to be provided for easily until 1914, when the magnitude of the sum required in order to meet charges due to the Balkan wars necessitated the provision of fresh revenues. The Government accordingly assigned to the Commission the produce of (1) a new tax on tobacco; (2) the customs receipts of Lávrion, Patras, Vólo, and Corfu, previously designated as available in case of the insufficiency of revenues under the Law of Control; (3) the receipts from Salonica and Kaválla. The receipts from these three sources of revenue were collected by the Commission for only nine months in 1914, but were a material addition to its revenue. The Commission's total net revenue from all sources, old and new, in 1914, was £3,166,745, of which the new sources supplied during the nine months £762,848. The yield from the assigned revenues for the year was sufficient to admit of £1,371,287 being repaid to the Greek Treasury.

For the year 1915 the old assigned revenues showed a falling off, but the decrease was more than made up by the new taxation and additional revenues brought in from the new territories, and the total net receipts were £3,256,455. For the 10 months ending October 31, 1916, the monopolies, dues, and Piræus import duties produced £2,127,635 against £2,015,293 in the corresponding 10 months of 1915.

NATIONAL FINANCE AND DEBT

The Budget of Greece, besides being conditioned to an appreciable extent by the control exercised by the Commission, has of late been seriously affected by the two Balkan wars of 1912-13. A large amount was borrowed in 1913, 1914, and 1915; the ordinary revenue was increased by new taxation.

The ordinary revenue consists chiefly of (1) direct taxes, the more important of which are those on houses, land, cattle, licences, currants, and oil; (2) indirect taxes, the bulk of which are obtained from the import duties and the tobacco

excise ; (3) the stamp duties ; (4) the monopolies ; and (5) State property, chiefly forests, mines, and quarries. For some years before the Balkan wars the ordinary revenue has been between £5,000,000 and £6,000,000 and the ordinary expenditure between £6,000,000 and £6,500,000.

The National Debt has been much increased of late owing to the necessities of war. At the end of December 1914 the gold loans outstanding, including the £9,934,000 of the 5 per cent. loan of 1914 actually issued, were £36,769,000. In addition there was outstanding 148,494,065 dr. of currency loans which, taken at 25 dr. to the £ (the exchange being practically at par), amounted to £5,939,763, making a total of £42,708,763.

In 1914 the Debt, so far as its distribution can be inferred from the value of the coupons paid in various countries, was held more largely in England than anywhere else. Out of a total of £685,393 coupons paid, £292,959 were paid in this country, £210,905 in France, and £124,925 in Greece, and the balance almost entirely in Germany.

BANKING

The National Bank, with which the Epiro-Thessalian Bank has been amalgamated, and the Ionian Bank, besides having limited authorized note-issues of their own, are the authorized agents for the issue of additional notes as agreed from time to time with the Government. The National Bank's powers have been extended to the territories acquired in 1913. Before the Balkan wars the currency conditions were improving, and out of a total authorized note-issue of £6,625,143 only £5,667,414 were in circulation on December 31, 1911. The amount in circulation on December 31, 1915, however, had risen to £10,280,000. The currency drachma was nevertheless at par at the end of 1916.

One of the clauses of the international financial arrangements arrived at in 1898 was that the redundant paper money circulating under forced currency was to be reduced by 2,000,000 drachmai annually, which were to be cancelled

by burning. This proviso was regularly carried out and had a marked influence on the paper value of foreign exchange, which annually appreciated. In time par was reached, but still the reduction of the notes in circulation had to go on, in virtue of the law establishing foreign control, notwithstanding the fact that the circulating medium was even beginning to prove insufficient during the busy season of the year. Presently notes began to command a premium, and under normal economic conditions gold would have automatically flowed to Greece to supplement the insufficient and inelastic supply of notes. But the population were so used to notes that they refused to entertain gold as a circulating medium, and presently the paradox was reached of inconvertible notes with no backing standing at a premium in relation to gold. Meanwhile the total of notes in circulation was being annually reduced, until matters came to a head in 1910. In that year a law was passed, with the approval of the International Financial Commission, which enacted, *inter alia*, that the National Bank was entitled to increase its circulation beyond the statutory limit, but that each note so issued must be completely covered either by gold coin in its vaults or gold balances at its free disposal in certain foreign banking centres. The increase of the notes in circulation in 1915 came about in virtue of this fresh arrangement, and consequently the increased issue is fully covered by liquid gold assets.

The banks which engage in business in Greece, apart from the National Bank, are the Ionian Bank, the Bank of Athens, Bank of Crete, Orient Bank, Laïké (Popular) Bank, and Commercial Bank. The Ionian Bank, an English concern (paid-up capital £485,580), was established in 1839, three years before the National Bank, but it did not engage in business on the mainland of Greece until 1864, when the Ionian Islands were incorporated in the kingdom. It has branches at Athens, Patras, Corfu, Cephalonia, Zante, Piraeus, Tripolitsá, Nauplia, Salonica, Syra, Chios, and Mityléne. It also has several branches in Egypt. The Bank of Athens (paid-up

capital £2,400,000) is of French origin, and is allied to the *Union Parisienne*. The Orient Bank (paid-up capital £1,000,000) is a Greek concern organized for business outside Greece and especially in Egypt. The Bank of Crete (paid-up capital £200,000) has its head office at Chania. The Commercial Bank (paid-up capital £200,000) was not founded until 1908 ; its head office is at Athens.

The Orient Bank, Laïké Bank, and the Bank of Crete were all created by the National Bank. The Laïké is primarily a savings-bank for the encouragement of thrift, but it does ordinary banking business for its depositors and others.

There is no bankers' clearing house at Athens, but as each bank keeps an account with the National Bank differences are settled among the banks by cheques on that institution, and an approximation to the economy of true clearing is thus attained. The National Bank allows interest at the rate of 1 per cent. per annum on the amounts left with it at call.

BRITISH LEGATION AND CONSULAR OFFICES

In Athens there is a British Legation. There are British consular offices there and at :

Chania (Canea).	Herakleion (Candia).	Mitylene.
Corfu.	Salonica.	Samos.
Cephalonia.	Kavalla.	Thera (Santorin).
Zante.	Yanina.	Thasos.
Patras.	Preveza.	Volo.
Piraeus.	Syra.	Rethymno.
Larissa.	Chios.	Serrés.

CHAPTER XI

AREA, POPULATION, AND COMMUNICATIONS

Old Greece: area, population, territorial divisions—New territories: area, population, divisions—Summaries of population—Emigration—Principal towns—Communications.

OLD GREECE: AREA, POPULATION, TERRITORIAL DIVISIONS

THE original kingdom of Greece was in 1864 enlarged by the addition of the Ionian Islands, and in 1881 by the inclusion of Thessaly and Arta. At the census of 1889 Greece had a population of 2,187,208; in 1896, 2,433,806; on October 27, 1907, 2,643,113. No census has been taken since that date, but an official Greek estimate, based upon observations extending from 1907 to 1911, gives the population of Old Greece in 1914 as about 2,750,000. The area of Old Greece is about 25,100 square miles, which gives a density (1914) of 105.5 per square mile.

This population is comprised in the following districts, which are divided into administrative units called 'nomes' (*nomoi*). The areas of these 'nomes' cannot be definitely fixed from the data available, but the figures of population given below, though they do not amount to the above total estimate, are the most recent available (1914-15) and may be taken as proportionately correct.

<i>District.</i>	<i>Nome (Administrative District).</i>	<i>Population.</i>	<i>Approximate Density.</i>
Continental Greece	Attica-Boeotia	407,063	102.7 per square mile
	Phthiotis-Phocis	174,574	
	Acarnania-Aetolia	188,597	
		770,234	
Peloponnese	Elis-Achaia	254,728	106.7 per square mile
	Corinthia-Argolis	153,172	
	Arcadia	162,324	
	Laconia	135,526	
	Messenia	218,514	
		924,264	

<i>District.</i>	<i>Nome (Administrative District).</i>	<i>Population.</i>	<i>Approximate Density.</i>
Thessaly	Lárisa	218,597	80 per square mile
	Tríkkala	183,489	
		402,086	
Ionian Islands	Corfu	129,042	292.5 per square mile
	Cephalonia	82,950	
	Zante	42,502	
		254,494	
	Euboea	133,516	53.3 per square mile
	Cyclades	130,378	145.8 per square mile
	Arta	52,441 (?)	75 (?) per square mile

In the census of 1907 the following classifications were made :

(i) *Foreigners* : Of the total population (2,643,113) 50,000 were of foreign nationality. But a large part of these were Greeks by birth and foreign subjects (especially Bulgarian and Ottoman) legally. Foreigners by birth as well as by nationality were reckoned at 20,000.

(ii) *Sexes* : The males slightly exceeded females in the kingdom as a whole. In districts (e.g. Laconia, Arcadia) in which emigration had already become common females exceeded males.

(iii) *Literates and Illiterates* : It was claimed that about 50 per cent. of the men and 17.5 per cent. of the women could read and write. The proportion for both sexes together was thus 33.7 per cent. This, it is claimed, places the population of Greece in this respect ahead of all other Balkan peoples, and if children up to the age of 5 years and persons over 70 years of age (whose childhood lies before the institution of education in Greece) are excluded, the proportion is raised to 35 per cent.

N.B.—Since 1907 it is probable that education in Greece has made great headway, and the above figures should be regarded as minima.

170 AREA, POPULATION, AND COMMUNICATIONS

(iv) *Religions* : In 1907 there were 23,261 Roman Catholics, 6,127 Jews, 3,516 Mohammedans, and about 2,000 of other sects in Greece, the remainder (about 2,600,000) professing the Greek Orthodox faith.

(v) *Languages* : Greek was spoken by 2,560,000, Albanian by 53,000, and other tongues by about 19,000.

(vi) *Occupations* :

Agriculture and allied pursuits	257,532	
Fishermen and marine	6,144	
Cattle-rearing, &c.	70,560	
Industries	189,443	
Trade and commerce (including commission agents, brokers, &c.)	116,780	
Professions (medical, legal, &c.)	21,448	
Civil services	12,448	
Clergy	9,435	
Army and navy	19,894	
Private pursuits	31,802	
		735,486
Without fixed occupation (excluding young children, the aged and infirm, and students)		1,131,182

NEW TERRITORIES : AREA, POPULATION, DIVISIONS

The new territories acquired as a result of the last Balkan wars amount to about 23,700 square miles, with a population (according to an official Greek estimate of 1914) of 2,195,400, or 92.6 inhabitants per square mile.

The organization of the new territories had not been completed on the outbreak of war in 1914, but the following table exhibits the provisional arrangement in force in 1915 :

<i>General Administrative District.</i>	<i>Subdivisions.</i>	<i>Population (approximate).</i>
Greek Macedonia	5 nomes (Salonica, Serrés, Dráma (including Thasos), Kozáne, Flórina)	1,154,600
Greek Epirus	1 nome (Yanina) and 7 subdivisions	380,000
Crete	5 nomes (Canea, Herákليون (Candia), Sphakia, Lasíthion, Réthymno)	336,151
Aegean Islands	2 nomes (Lesbos (Mityléne), Chios), and sub-administrations in Mityléne (2), Lemnos, Imbros, Samothrace, Tenedos	247,456
Samos	With sub-administration in Icaria	77,198

Details with regard to the population of the new territories are in general lacking. Such as are ascertainable will be given in Volume II of this handbook. It may, however, be remarked in passing that the Ottoman population of these territories (though composed largely of Greeks by race) has been rapidly diminishing through migration since Greek occupation. This to some extent counterbalances the increase of population which has set in during the same period.

SUMMARIES OF POPULATION

Thus, according to the same official Greek estimate (1914), the present kingdom is composed of :

Old Greece (25,100 sq. miles), with	2,750,000 inhabitants.
New Greece (23,700 sq. miles), with	2,195,400 „
Together with refugees from Bulgaria and Turkey	250,000 „
	<hr/> 5,195,400 „

The Greek race throughout the world is estimated as follows :

Greeks (by birth as well as by nationality) in Old Greece	2,600,000
Greeks (by birth as well as by nationality) in new territories	1,700,000
Greeks (by birth but foreign subjects) in Greece	800,000
	<hr/> 5,100,000
Greeks in the rest of Europe	1,100,000
Greeks in Asia	2,500,000
Greeks in Africa	450,000
Greeks in America (American subjects)	300,000
Greeks in Oceania, &c.	150,000
	<hr/> 9,600,000
Total	

EMIGRATION

In recent years there has been considerable emigration. The following table is taken from the United States' *Annual Report on Immigration*. The figures refer only to those Greeks who emigrate from Greece to America, and leave

172 AREA, POPULATION, AND COMMUNICATIONS

America to return to Greece; it does not, for instance, include Greeks from Turkey :

<i>Year ending</i>	<i>From Greece to the United States.</i>	<i>From the United States to Greece.</i>
June 30, 1911	26,086	9,272
„ 1912	21,288	11,418
„ 1913	22,437	30,531
„ 1914	24,832	10,947
„ 1915	11,223	9,596

The figures for the year ending June 1913 include all the men who returned to Greece on being called to the colours on account of the Balkan wars. Those for 1914 include a large number who went back again to America after peace was signed. Up to 1913 the figures apply to Old Greece only, the later figures to the new territories as well. Before the Balkan wars some 7,000 to 8,000 Greeks used to emigrate yearly from European Turkey to the United States.

A certain number of Greeks emigrate also to South America, especially to the Argentine.

Recently a law was passed considerably restricting freedom to emigrate for men who have not yet served in the army.

PRINCIPAL TOWNS

The principal towns are the following, with their populations in 1907 :

Athens . . . 167,479	Vólo . . . 23,563	Zante . . . 13,580
Piræus . . . 73,579	Lárisa . . . 18,651	Tripolitsá . . . 11,804
Patras . . . 38,575	Kalamáta . . . 18,510	Lávrión . . . 11,200
Corfu . . . 27,808	Trikkala . . . 17,809	Chalcis . . . 10,958
Syra . . . 23,808	Pýrgos . . . 13,690	Kardítsa . . . 10,317

The principal towns in the new territory are the following, with their populations according to the provisional census of 1913 :

Salonica . . . 160,000	Mityléne . . . 25,000	Yanina . . . 16,800
Kaválla . . . 36,000	Chanía (Canea) . . . 24,399	Chios . . . 13,486
Herákليون . . . 25,185	Dráma . . . 19,000	Réthymno . . . 12,000
(Candia)	Serrés . . . 18,670	Vathý (Samos) . . . 11,820

COMMUNICATIONS

The means of communication on land by road and railway are treated fully in *Itineraries*, below.

Sea Routes

Owing to the absence of good railway facilities and to the large number of islands, steamship lines constitute a large feature in the general system of communication. The principal centre from which the routes radiate is Piraeus; from here there are normally sailings several times weekly to all Greek ports, as well as to Trieste, Brindisi, Smyrna, and Constantinople. Syra forms a secondary centre for the islands and is in daily communication with Piraeus, while lines radiate to practically all the islands in the Aegean. (For Greek shipping see Chapter X, pp. 157 ff.)

Rivers and Canals

None of the rivers of Greece are navigated regularly by anything larger than boats, although some of them would take larger craft if they could be got over the bars which usually front the larger rivers. The principal rivers are the Artinós and Aspropótamos, flowing into the Adriatic, the Alpheios in the Peloponnese, flowing into the Ionian Sea, and the Peneios, Vistrítsa, Vardar, Struma, and Mesta, flowing into the Aegean Sea.

There are no fresh-water canals in Greece. Salt-water canals are the Corinth Canal, cut through the Isthmus of Corinth, and the Lefkás Canal, separating Lefkás island from the mainland. The first of these is of considerable importance to Greece (see Route 52, mile 46½). It is to be noted that the way through this canal for torpedo and other light craft from the naval base on the east coast to the west coast is short and safe, as compared with the lengthy and exposed voyage round Cape Matapan. For Lefkás Canal see Route 41, mile 0.

Post, Telegraphs, and Telephones

These are under Government control. The telegraph lines in 1914 had a length of 5,735 miles, with 10,130 miles of wire. The number of offices was 795. The following telegrams were dispatched during 1914: 1,900,000 inland, 100,000 inter-

national, 68,000 official. In 1914 there were 1,438 miles of telephone lines with 5,096 miles of wire. There were 1,342 post offices in 1914, and in that year there passed through the post 29,810,000 letters, 3,150,000 post cards, and 26,471,000 packages of printed matter and samples.

In addition there is a large number of submarine cables between Greece and Europe and between various Greek ports and islands. These lines are owned either by the Greek Government or by the Eastern Telegraph Company.

Wireless Stations

Government land stations for official correspondence are found at the following places :

	<i>Geographical Position.</i>	<i>Call Signal.</i>
Athens . . .	23° 43' 13·8" E. 37° 58' 19·7" N	S X A
Salamis .	Island of Salamis. 23° 32' 00" E. 37° 58' 15" N.	S X L
Salonica . . .	22° 59' 00" E. 40° 36' 00" N.	S X C
Syra . . .	Island of Syra. 24° 56' 33" E. 37° 25' 43" N.	S X S
Thasos . . .	Island of Thasos. 24° 43' 30" E. 40° 46' 00" N.	S X T
Corfu	?	?

A contract has been made for establishing stations at Préveza and in Crete.

Several, if not all, of these stations are manned by naval ratings.

CHAPTER XII

MONEY, WEIGHTS AND MEASURES, CALENDAR

MONEY

GREECE is a member of the Latin Monetary Union, the other members of which are France, Belgium, Italy, and Switzerland. The standard coin is the *drachmé*, which is the equivalent of the French, Belgian, and Swiss franc and the Italian lira. It is divided into 100 *leptá*, and the coinage arrangements generally are those of the Latin Union system, the gold coins being of 20, 10 and 5 drachmaí and the silver coins of 5 and 2 drachmaí, 1 drachmé, and $\frac{1}{2}$ drachmé; there are also, however—which is not usual in the Union—some 20-leptá silver pieces. The smaller coins are: nickel of 20, 10 and 5 leptá, and bronze of 10, 5 and 2 leptá and 1 leptón.

Gold is never met with in actual circulation, and the currency in values of 5 drachmaí and upwards consists of inconvertible bank-notes. Up to 1910 Greece had issued £1,050,515 of silver coin, all of which had been exported, the exchange having been constantly against Greece, but since that year new silver coinage of 1 and 2 drachmaí has been minted, and some of the old coins have come back. Bronze has been coined to the value of £272,643 and nickel to the value of £120,000. The gold coinage, which is rarely seen, amounts to £480,000. The new coins are minted in Corfu; the old were produced in Paris. Coins of 1 and 2 drachmaí and bank-notes of 5 drachmaí form the greater part of the circulation; larger notes of 10, 25, 100, 500 drachmaí and upwards exist.

As usual in Latin Union countries care must be taken in regard to certain classes of coins formerly recognized by the

Union which have been officially declared to be no longer legal tender, such as French pieces of Louis Philippe, and especially Greek coins of King Otto. The gold coins of Great Britain, Austria, Germany, Denmark, Russia, Spain, Turkey, Egypt, and the United States are accepted by the Treasury and by private persons as legal tender, $\frac{1}{4}$ per cent. being deducted from their nominal value.

In the newly acquired territories Turkish copper and nickel coins are prohibited, but Turkish gold and silver coins are temporarily authorized, except that Turkish gold coins are not legal tender in Crete.

The par value in British money of the notes and coins generally current in Greece is as follows :

		£	s.	d.
Bank-notes :	100 drachmaí	=	3 19	4·4
	50 „	=	1 19	8·2
	20 „	=	15	10·5
	10 „	=	7	11·25
	5 „	=	3	11·62
Silver coins :	2 „	=	1	7
	1 drachmé	=		9·5
	50 leptá	=		4·75
Nickel coins :	20 „	=		1·9
Nickel or bronze coins :	10 „	=		·95
	5 „	=		·47
Bronze coins :	2 „	=		·19
	1 leptón	=		·09

WEIGHTS AND MEASURES

The metric system was legally established in Greece in 1836. The general public, however, have not taken to it. Thus, while the Government uses the system in the measurement of area and distance, e.g. in the sale of Government lands or in marking the distances along national roads, the public always uses the old *péche*, &c. In regard to weights

and measures of capacity neither the Government nor the public uses the metric system, both preferring to use the *oká* or *oke*.

Metric System

1 métron or péchys = 1 metre = 39·37 inches.

1 hekatostómetron or dáktylos = 1 centimetre = 0·393 inch.

1 chiliostómetron or grammé = 1 millimetre = 0·039 inch.

1 chiliómetron or stádion = 1 kilometre = 1093·63 yards or 0·621 mile.

1 áron = 1 are (100 sq. metres) = 119·6 sq. yards.

1 royal strémma = 10 ares = 1196 sq. yards ($\frac{1}{4}$ acre nearly).

10 royal strémmata or 1 hectáron = 1 hectare = 2·47 acres.

1,000 grammária (1 lítra or 1 chiliógrammon) = 1 kilogram = 2·2 lb.

1 lítra = 1 litre = 1·76 pint.

1 kotýle = 1 decilitre = 0·176 pint.

1 koilón = 1 hectolitre = 22 gallons.

Old System

1 old (Constantinople) péche = 0·65 metre = 25·6 inches.

1 builder's péche (used for land measurement) = 0·74 metre = 29·13 inches.

1 old strémma = 1,270 sq. metres = 1,519 sq. yards ($\frac{1}{3}$ acre approximately).

1 drámi = 3·2 grammária (grammes).

400 drámia = 1,280 grammária = 1 oká.

44 okádes = 1 kantári (or statéras) = 123·2 lb.

18 kantária = 1 tónnos or toneláda = 1 ton (nearly).

1 botsá = 2 okádes.

9 drámia = 1 oz. av. (nearly).

141 drámia = 1 lb.

312·5 drámia = 1 kilogram.

1 oká = 1.28 kilogram = $44\frac{1}{2}$ oz. (2.8 lb.).

40 okádes = 1 cwt.

800 okádes = 1,000 kilograms = 1 ton (approximately).

300 drámia (capacity) = 1 lítra = $\frac{3}{4}$ oká.

1 oká (capacity) = 1.33 litre = 2.35 pints.

3.4 okádes = 4.52 litres = 1 gallon.

The Greek barrel (varéla), used especially for measuring wine and olive-oil, has varying weights :

(a) Ionian Islands, = 53 okádes 70 drámia = about $15\frac{1}{2}$ gallons.

(b) Zante, = 54 okádes.

(c) Aegean Islands, = 18 okádes.

CALENDAR

Like the Russians and Serbians the Greeks still use the Julian calendar, so that their time is thirteen days behind that of western Europe. Thus January 1 in Greece is January 14 in England.

The time used in Greece is Russian time, i.e. 2 hours fast of Greenwich.

ITINERARIES

ROADS AND TRACKS

SUMMARY

ROUTE No.	PAGE
1. Piraeus-Athens	197
A. Main Road.	197
B. <i>Via</i> Boulevard Syngros	198
C. <i>Via</i> Kallithéa	199
Note on Athens and Piraeus	199
2. Piraeus-Salamis Ferry-Mégara Ferry	203
3. Athens-Vári-Cape Sunium-Lávrión	204
4. Athens-Marathon	207
5. Athens-Skála Oropoù	209
A. <i>Via</i> Tatói	209
B. <i>Via</i> Kálamos	212
Note on passes over Mts. Cithaeron and Parnes	214
6. Lávrión-Athens	215
7. Athens-Thebes-Livadiá-Lamía, <i>via</i> Brálo	218
8. Athens-Thebes-Livadiá-Lamía, <i>via</i> Atalánte and Thermopylae	230
9. Dombréna-Thebes	234
10. Chalcis-Thebes	236
11. Chalcis-Kárystos	239
12. Chalcis-Koùmi	242
A. <i>Via</i> Alivéri	242
B. <i>Via</i> Tharroúnia	244
C. <i>Via</i> Místro	245
13. Chalcis-Mantoúdi (with branch road from Límne)	248
14. Kymási-Xerochóri-Skála Oreoù	250
15. Xerochóri-Hágia Ánna, <i>via</i> Agriovotáni	251
16. Skála Oreoù-Loutrá Aidepsoù (with branch path to Gíaltra)	253
17. Atalánte-Lárymna-Chalcis	254
18. Lárymna-Thebes	256
19. Galaxídi-Sálona	258
20. Itéa-Sálona-Lamía	259
21. Itéa-Delphi-Livadiá Station (with branch road from Antíkyra).	260
22. Lamía-Phársala-Lárisa	263
A. <i>Via</i> Phoúrka Pass and Nebglér	264
B. <i>Via</i> Karyá Pass and Tsormaklí	269
C. <i>Via</i> Mochlóuka Pass and Soulétsi	270

ROUTE No.	PAGE
23. Lamía-Kardítsa, <i>via</i> Giannitsou Pass	273
24. Lamía-Halmyrô-Vólo	275
A. <i>Via</i> Gardíki and Pteleó	276
B. <i>Via</i> Góura	279
C. <i>Via</i> Gardíki and Vryñena	281
25. Tríkera-Vólo	283
26. Vólo-Lárisa	285
27. Tságezi-Lárisa	288
A. <i>Via</i> Tempe	288
B. <i>Via</i> Agyiá	292
28. Halmyrô-Velestíno-Lárisa	295
29. Halmyrô-Domokó-Sophádes	296
30. Halmyrô-Phársala	298
31. Vólo-Phársala-Kardítsa-Tríkkala	300
32. Phársala-Tsióti	305
33. Mesolónghi-Agrínion-Karvassará-Arta	308
34. Mesolónghi-Naupactus	317
35. Naupactus-Agrínion, <i>via</i> Makrinouí	319
36. Astakós-Mesolónghi	323
37. Astakós-Karvassará	325
38. Mýtikas-Karvassará	327
39. Karvassará-Vónitsa-Póunta	328
40. Zavérda-Vónitsa	330
41. Lefkás-Vónitsa	331
42. Naupactus-Port Vitrinítsa-Galaxídi	333
43. Naupactus-Hypáte-Lamía, <i>via</i> Lidoríki	334
44. Naupactus-Karpenési, <i>via</i> Plátanos and Krikéllou	340
45. Port Vitrinítsa-Karpenési, <i>via</i> Lidoríki	345
46. Agrínion-Sálona, <i>via</i> Plátanos and Lidoríki	349
47. Agrínion-Karpenési	352
A. <i>Via</i> Prossós	352
B. <i>Via</i> Hágios Vlases	357
48. Lamía-Karpenési-Arta (with branch from Bridge of Tatárna to Karvassará)	360
49. Karpenési-Kardítsa-Lárisa	370
A. <i>Via</i> Phourná	370
B. <i>Via</i> Ágrapha	372
50. Arta-Tríkkala-Lárisa, <i>via</i> Korákou Bridge	375
51. Arta-Kardítsa-Lárisa, <i>via</i> Korákou Bridge	385
Note on the bridges, ferries, and fords over the Peneios R.	387
52. Athens-Mégara-Corinth	389
Note on the island of Aegina	396
53. Corinth-Argos, <i>via</i> Dervenáki	398
54. Corinth-Argos, <i>via</i> Hagionóri	404

ROUTE No.	PAGE
55. Corinth-Argos, <i>via</i> Hágios Geórgios	405
56. Nauplia-Argos	407
57. Nauplia-Epídavro	409
58. Corinth-Nauplia, <i>via</i> Sophikó and Lygourió	410
59. Epídavro-Galatá (for Póros)-Kastrí-Kranídi-Nauplia (Argolis coast route)	412
Note on the islands of Póros, Hýdra, and Spétsai	418
60. Argos-Tripolitsá	420
A. Main road	421
B. <i>Via</i> Pórtes Pass	426
C. <i>Via</i> Skáles Pass	428
61. Corinth-Levídi-Tripolitsá, <i>via</i> Lake Stymphalus	429
62. Argos-Ástros-Sparta	433
63. Ástros-Tripolitsá	441
64. Leonídi-Sparta	442
A. <i>Via</i> Hágios Vasílios	442
B. <i>Via</i> Kosmás	445
65. Leonídi-Kyparíssi-Hiéraka-Monemvasía	447
66. Monemvasía-Sparta, <i>via</i> Levétsova	451
67. Neápolis-Monemvasía-Tripolitsá, <i>via</i> Geráki	454
Note on the island of Kýthera	459
68. Gýtheion (Marathonési)-Sparta-Tripolitsá	461
69. Sparta-Megalópolis	470
70. Gýtheion-Areoúpolis	476
71. Gýtheion-Cape Matapan	478
72. Kalamáta-Megalópolis-Tripolitsá	481
A. Main Road	481
B. <i>Via</i> Poliáni and Valtétsi	488
73. Kalamáta-Nesí-Megalópolis	491
74. Kalamáta-Sparta, <i>via</i> the Langáda	495
75. Kalamáta-Areoúpolis-Cape Matapan	498
76. Kalamáta-Nesí-Petalídi-Koróne	505
77. Kalamáta-Nesí-Pýlos	510
78. Pýlos-Koróne	513
79. Pýlos-Methóne-Koróne	515
80. Pýlos-Gargaliánoi-Philiatrá-Kyparissia	517
81. Kyparissia-Megalópolis	523
A. <i>Via</i> Kókla and Meligalá	524
B. <i>Via</i> Klesoúra and Diavolítsi	525
82. Kyparissia-Andrítsaina-Megalópolis	528
83. Kyparissia-Pýrgos	530
84. Pýrgos-Katákolo	536
85. Pýrgos-Karýtaina-Megalópolis, <i>via</i> Olympia	538
86. Pýrgos-Andrítsaina-Karýtaina-Megalópolis	547

ROUTE No.	PAGE
87. Tripolitsá-Demetsána-Karýtaina-Megalópolis	552
88. Patras-Gastouíni-Pýrgos	562
89. Patras-Pýrgos (inland routes)	576
A. <i>Via</i> Tripótama	576
B. <i>Via</i> Santaméri	584
90. Gastouíni-Tripótama	587
91. Patras-Kalávryta-Levídi-Tripolitsá	593
92. Kalávryta-Langádia-Megalópolis	609
93. Patras-Aígion (Vostítsa)	612
94. Aígion-Kalávryta-Levídi-Tripolitsá, <i>via</i> Lake Phoniá	617
95. Aígion-Corinth	625

INTRODUCTION

CLASSIFICATION AND CHARACTER OF ROADS

THERE are but few metalled roads in Greece, and these are often in bad condition. The reasons are the general poverty of the kingdom, the barren and mountainous nature of so large a proportion of the country, the use of the sea as the normal means of communication, and the fact that the Greeks, in modern as in ancient times, make very poor engineers. It is expensive and requires considerable skill to build roads in such a difficult country ; the roads must traverse large districts that can never be anything but sparsely populated ; and the climate is a hindrance to keeping such roads as exist in good repair. In the lowlands it seldom rains between the middle of April and the beginning of October, so that if there is much traffic the metalling becomes loosened ; and the rains of autumn and winter are as likely as not to be heavy thunderstorms. When this takes place streams run down the steep gradients and fill the narrow valleys that run down every mountain side with furious torrents. These immediately overflow their banks or even occasionally alter their course, neglecting the bridges which spanned them the year before and destroying the road at their side. Very few branch roads exist even in the plains (which are few in number and small in area), and many villages, on hill slopes or far away in the recesses of the mountains, are altogether inaccessible to wheeled traffic. The years between 1885 and 1893, during the premiership of Trikoúpes, saw the commencement of many roads, as well as the construction of railways ; but, partly indeed owing to this expenditure, the country went bankrupt in 1895, and but little has been done to the roads since.

One result of these conditions is that such roads as exist afford only through communication between the towns, and

little local traffic is to be seen on them ; with the further result that, since nearly all these towns are now connected by railway, the use of the roads is declining, and many of them have been allowed to fall into decay (notably that between Patras and Athens). It has therefore been found impossible in many cases to state, in the description of the routes, the exact condition of the roads at the moment. With this proviso, however, it can be said that on all the roads shown as metalled it is possible to drive in a carriage or motor-car (that is, the numerous rivers and torrents are spanned by bridges of stone or iron) ; small motor-omnibuses connect with the trains such towns as are on a road but not on a railway (for example, Sálona, Karpenési, and Sparta : see Routes 20, 48, and 68) ; but it is doubtful how many of the bridges would stand the heavy traffic of lorries. However, good material for the repair of roads lies to hand on all the mountains, and often in the stony plains of Greece.

Almost all the local, and some of the through, traffic of the country is carried on by means of pack-animals. These are generally small ponies (not mules) of not more than 12 hands, of great endurance, wonderfully sure-footed, with a remarkable capacity for working on very little food. The tracks used by them differ widely as the poles, according as they are in the plains or on the mountains (it must be remembered that two-thirds of the area of Greece is mountainous). The tracks in the plains are exactly described in the Greek Staff Map as 'trodden down, for two-wheeled vehicles' (*πεπατημένη διὰ δίτροχα*) ; they are made and preserved just as a path through fields is made, by constant use. During the long drought in the summer, often at times in the winter, the ground is so hard that these tracks are used for light wheeled traffic (especially at harvest time), generally ox-wagons in Thessaly, two-wheeled carts elsewhere, and would afford easy going for the greater part to limbers, G. S. wagons, field-artillery, and motor-cars. Where rivers have to be crossed these tracks lead to bridges or the best fords. Often no

bridges exist on such tracks, and, though many of the streams are dry in summer, most of them have a broad and stony bed which it is not easy to cross. At any time between October and April, after rain, these tracks become quite impassable for vehicles ; the plains are often swampy, the tracks themselves deep in thick mud, and the rivers much swollen.

Such tracks are numerous in Greece, and it has not been thought necessary to give a description of each one of them ; but it may be said that all the villages in each of the plains are connected with one another in this manner. Every plain, however, is separated from its neighbour by mountains, generally by high mountains, and it is not possible for wheeled traffic to go from one plain to another except where a metalled road exists.

The mountain paths are equally numerous, going in all directions, and it is easy to lose one's way without a guide (a Greek peasant has generally an extensive knowledge of those in his own district). They are the centuries-old means of communication throughout Greece ; they follow the easiest routes indicated by the nature of the country, and most of them have been artificially improved. But they are only possible for pack-transport ; and as the majority of the mountains of Greece are of limestone or sandstone, rocky, with no soil to cover their bare surface, it is not possible to convert them into a road fit even for light wheeled traffic without considerable expense of time and labour. The gradients are steep, the slopes of the mountains often precipitous, and numerous deep gorges have to be crossed. Even the low hills of Greece are mostly rocky and bare of soil, and fatiguing to cross. Nevertheless, with the exception of those in the Pindus district described below, almost any of the paths is fit for pack-transport all the year round ; snow does not lie for any length of time below the 3,500 ft. level.

Many more paths exist than those marked on the ordinary maps of Greece. Only the more important through routes are described in this handbook ; but it must be remembered that not many mountains in Greece are difficult for a climber,

and almost all the well-known passes can be turned by paths that can be used by light bodies of infantry or even by mountain artillery. The limestone mountains are often precipitous ; but torrents have cut deep gorges through them, and paths find their way up the valleys.

The exception to all this is the district of the Pindus mountains, which is crossed by a few paths that are possible for a loaded animal ; the others marked on the maps are mostly not even possible for a traveller on foot during the winter ; so wild and difficult is this tangled mountain country, and so lofty the ranges that have to be crossed.

This range runs through all Greece N. of the Corinthian gulf, in a direction roughly NNW. to SSE., from Albania right down to the gulf itself ; it effectually divides the western from the eastern part of the land. It is roughly from 25 to 30 miles broad from W. to E., and is cut into deep gorges by swiftly flowing rivers, dangerous to ford. In many parts it is densely wooded. South of the military road that goes from Yanina through Koritsá to Monastir there is no carriage-road connecting west and east ; the two halves of Greece N. of the Corinthian gulf are effectually cut off from each other except by pack-transport across the mountains. The routes used by pack-transport are : (1) that by Zygós pass from Yanina to Kalabáka (Routes 14 and 50 in the *Hand-book of Macedonia*) ; this is the easiest of all, as it has only one high pass to traverse ; (2) that by the Korákou bridge from Arta to Tríkkala or Kardítsa (Routes 50 and 51) ; (3) Arta or Karvassará to Karpenési (Route 48) ; (4) and (5) Agrínion by Prossós or Hágios Vlases to Karpenési (Route 47 A and B ; the second of these two joins Route 48) ; (6) the difficult track from Agrínion to Sálona (Route 46) ; and (7) the coast route from Mesolónghi or Agrínion to Galaxídi, which is a carriage-road as far as Naupactus only (Routes 34 and 42). In the wars of 1897 and 1912 no communication or common action was found possible between the armies operating in Epirus and Thessaly.

West of the Pindus range are Epirus (for which see the

Handbook of Macedonia), Acarnania, and south-western Aetolia. Here there is an easy route, with a good carriage-road from S. to N., Mesolónghi to Arta and so to Yanina (Route 33); there are also some branch roads, and the mountain paths are not difficult. In the plains of Mesolónghi and Agrínion, and round the gulf of Arta, there are the usual cart-tracks, but the coast belt is very marshy. A good deal of the land is very fertile, the vine and tobacco being chiefly cultivated.

East of Pindus are several large districts separated by mountain-ranges from each other, but now connected by rail and carriage-road, which run through all this country. The railway is the Athens-Lárisa-Salonica line (see pp. 641 ff.); the road goes from Athens by Thebes, Livadiá, Brálo, Lamía (or Livadiá, Atalánte, Thermopylae, Lamía), Domokó, and Phársala to Lárisa and so to Macedonia (Routes 7, 8, and 22).

Each district consists of a plain surrounded by mountains. Within Thessaly, the most northerly of them, there is the narrow-gauge railway between Vólo and Lárisa, and Vólo and Tríkkala, and the section of the Athens-Lárisa line. There are carriage-roads between Lárisa and Tríkkala, and between Lárisa and Vólo, besides the section of the Athens-Lárisa main road, and certain less important roads radiating from Lárisa. With the exception of Vólo, practically all Thessaly lies in the basin of the Peneios, and in summer communication is easy between all parts; the hills S. and SW. of Lárisa are low and covered with soil, so that cart-tracks cross them. Vólo is hemmed in by rough limestone hills, which cut it off from the Peneios basin. The only outlet from Thessaly to the sea is by the Vale of Tempe, through which flows the Peneios. Hence a large part of the plain is often marshy, even as late as May.

Separating Thessaly from the next district to the south, the plain of Lamía, is Mt. Othrys, a high enough range of mountains, which, however, in their southern part are covered with soil, affording excellent pasture, and presenting some not very difficult passes. The main road from Lamía goes through

the Phoúrka pass (Route 22 A) ; and the paths across Othrys from Phársala or Lamía E. to Halmyró, and from Phársala SW. to the upper Spercheios basin, are easy ; there are also many branch tracks (Routes 22, 23, 24, and 30).

The plain of Lamía lies between Mt. Othrys and the precipitous slopes of Mt. Oeta on the south. It consists entirely of the very fertile basin of the Spercheios river, a broad valley running due W. from the Maliac gulf. A carriage-road runs the whole length of this valley N. of the river from Stylís on the coast, through Lamía, to Karpenési in the mountains beyond the great watershed (Route 48), with a branch to Hypáte S. of the river, and a track from there to the Corinthian gulf (Route 43). Two carriage-roads (Routes 7 and 8) and the railway connect Lamía with the south ; one road and the railway go due S.—the road up the precipitous gorge of the Asopus (a tributary of the Spercheios), and the railway more to the W., climbing up the cliffs of Mt. Oeta. Both road and railway open out into the upper valley of the Cephissus and turn SE., while a branch road goes S. to Sálona and Itéa on the Corinthian gulf (Route 20). The second road goes SE. from Lamía, crosses the Spercheios near where it approaches the cliffs to the S., then goes E. along the coast, turning inland at Atalánte (Route 8). There is also a cart-track going SE. and crossing the river lower down by a wooden bridge. The Spercheios is thus crossed five times by bridges—by the road to Hypáte, by the railway, by the two roads to the S., and by the wooden bridge. The river is also not difficult to ford except after heavy rain.

The pass S. of Lamía, taken by the road and railway, is a high one, cut into by very deep gorges ; at its southern end, where the country is very broken and opens out into the upper Cephissus valley (the district of Phocis), all the hills are covered with soil, sometimes cultivated, but mostly affording good grazing. The plain of Phocis is a long and sometimes stony valley, running ESE. with a gradual descent. Mt. Par-nassus is its boundary to the S., Mts. Vardoúsi and Kíóna to the W., and the bare eastern spurs of Mt. Oeta (called

Saromáta) to the N. The road S. to Itéa runs between Parnassus and Kíóna mountains. The second road from Lamía, after crossing the Spercheios, runs almost due E. through the pass of Thermopylae along the narrow slip of land between Atalánte channel and the Saromáta mountains, which separate it from Phocis on the S. In the plain of Atalánte the road bends round to the SW., and joins the first road at the SE. end of the Phocian plain. This route was preferred in ancient times, as it afforded an easy way inland from the coast. East-south-east of Atalante high and generally bare hills run the whole length of the coast-line as far as Chalcis, leaving but little room for any cultivation. But S. of these hills are the very rich plains of Kopais and Thebes.

The plain of Phocis is separated from that of Kopais by a narrow but quite level pass, through which run the Cephissus river, the road, and the railway in an ESE. direction. The Kopais being enclosed by hills on all sides used to be a lake, with a stretch of good land on the S. between it and Mt. Helicon (the range running W. and E., S. of the plain); it is now drained and produces abundant crops, especially of wheat, maize, and cotton. The waters of the plain (including the Cephissus river) are carried off by canals and tunnels into the two lakes lying among the hills to the E., and from there to the sea. They used to be insufficiently carried off by the *katavóthres*, or natural tunnels that are found in the cliffs of the limestone mountains at the E. end of the plain.

It is only a low, but rocky, ridge that separates the Kopais from the plain of Thebes, and over the ridge go road and railway still in an ESE. direction. This plain is also surrounded by mountains or hills, Mts. Cithaeron and Parnes running W. to E. on the S., the mountains that go along the coast of Atalánte channel to the N., and low hills to the E., through which the Vouriéni river, flowing along the southern side of the plain from the W., makes its way to the sea. There is a range of low hills E. and W. of Thebes, but they are nearly all cultivated, and cart-tracks cross them in all directions; some streams flow from them northwards towards the more

westerly of the two lakes above mentioned, often forming a marsh on its shores. The plain is very fertile, especially in corn and fruit. A carriage-road (Route 10) goes over a high pass eastwards from Thebes to Chalcis. There is another carriage-road from Dombréna on the Corinthian gulf into the interior, joining the main road just W. of Thebes; one, in bad repair, from Antíkyra to Livadiá; while a third has been begun between Itéa and Livadiá (see Routes 9 and 21).

Mts. Cithaeron and Parnes separate Attica from the plain of Thebes, and over this range are two main passes, one to the S. of Thebes taken by the road to Athens, the other in the E. round the shoulder of Mt. Parnes between it and the sea; the latter is the route taken by the railway and by the Athens—Oropó road (Route 5). Both passes are lofty and easy to defend. Mountain paths cross the range in other directions.

Attica itself is broken up by mountains into small plains; these are generally stony with a light dry soil, so that the olive and the vine are more cultivated than products that require a rich or well-watered land. On the west it is cut off by high and rocky mountains from the east end of the Corinthian gulf. Mt. Aegaleus (now Skaramangá), lying N. and S., separates the plain of Eleusis from that of Attica, leaving a broad belt of land between its northern spurs and Mt. Cithaeron. Through this goes the railway to the Peloponnese, while the road crosses Skaramangá by the pass of Daphní. South of Parnes is Pentelicus, and between the two go the road to Oropó and the railway to Thebes. Between Pentelicus and the sea is the plain of Marathon; SSW. of Pentelicus is Hymettus, lying ESE. of Athens. In the plain between the two is the road to Marathon and Lávrion. South-south-east of Pentelicus are the Lávrion mountains stretching southwards close to the coast, and ending at Cape Sunium. The Marathon road goes through the valley between this range and Pentelicus, the Lávrion road between it and Hymettus.

The Peloponnese is connected with the rest of Greece by the rocky isthmus of Corinth, across which there is just room

for the road and railway from Athens (there is a canal cut through the isthmus). Several easy passes go up from the coast to the central plain, all meeting at or near Tripolitsá ; the coast paths connecting one point with another are but little used. Throughout the whole length of the north and west coast of the Peloponnese, from Corinth to Pýlos, there is a belt of flat and fertile land between the sea and the mountains. It varies greatly in width, the lower spurs of the mountains sometimes descending quite close to the shore ; and it is on the whole much wider along the western than along the northern coast. It makes communication between Corinth and the west and between all the ports very easy. The railway, and for some of the distance a metalled road (Routes 80, 83, 88, 93, and 95), run close to the sea. The centre of the Peloponnese is the tangle of high and difficult mountains which comprises most of Arcadia ; E. of this and SE. of Corinth lies the long peninsula of Argolis, almost entirely mountainous, bare, and rocky, though not of any great altitude. No carriage-road goes its whole length or crosses it. This peninsula is connected with the mountains of northern Arcadia by a low ridge, over which the road and railway go by way of the pass of Dervenáki from Corinth to Argos.

South of the Arcadian mountains are two main ranges, running N. and S., Parnon (Malevó) and Taygetus, the former keeping close to the sea and forming the easternmost of the three southern peninsulas, ending at Cape Malea, while Taygetus forms the centre one of the three that ends at Cape Matapan. West again of Taygetus is another, but less clearly defined, range, the Andritsaina mountains on the N. and Kyparissía mountains on the S., which by its southern half forms the westernmost peninsula. Between Parnon and the south-eastern Arcadian mountains is the pass through which go the road and railway from Argos to Tripolitsá (Route 60 A). Round this town, the centre of the Peloponnese, are small plains to the N. and S., and a more extensive one to the W. Between Parnon and Taygetus is the very rich plain

of Sparta, the valley of the Eurotas river, which flows SSE. and enters the sea NE. of Marathonési. Up this valley, and over some not very high hills that bound it on the N., goes the road from Marathonési to Sparta and Tripolitsá (Route 68). Between Taygetus and the Arcadian mountain district there is a high ridge, and to the W. of Taygetus, between it and the Kyparissía range, are the upper and lower plains of Messenia, with the port of Kalamáta at the head of the gulf. Over this ridge and then S. across the plains go the road and railway from Tripolitsá to Kalamáta (Route 72). As stated above, the range W. of Messenia is divided into a northern and a southern half by a low pass running E. and W., over which again goes the railway from Kalamáta to Kyparissía, Pýrgos, and Patras. There is also a pass down the valley of the Alpheios river from Karýtaina (W. of Tripolitsá) WNW. to Olympia and Pýrgos (Routes 85 and 86). This is a route much used for traffic by pack-transport, and a road and railway have both been planned for it, but not yet carried out. North of Tripolitsá, through Arcadia to Kalávryta and the coast, there exist only mountain tracks.

Of the islands it is unnecessary to say much. The Ionian group, Corfu, Ithaca, Lefkás, Cephalonia, and Zante, are well provided with roads built by the British during their occupation, and kept in fairly good repair. Lefkás is connected with the mainland by a causeway. Euboea has a carriage-road from Chalcis to Kárystos in the S., to Koúmi on the E., and as far as Hágia Ánna to the N. (Routes 11-14). None of the other islands, high bare rocks as they are, has any road worth mentioning.

The islands, with the exception of Euboea and those lying off the coast of the Peloponnese, are treated in detail in Vol. II.

GLOSSARY OF COMMON WORDS OCCURRING IN THE ROUTES

<i>ambéli, ambeláki</i> = vine	(often the outlet of a <i>katavóthra</i>)
<i>áno, apáno</i> = upper	<i>kókkino, kókkine</i> = red
<i>áspro</i> = white	<i>koryphé</i> = peak
<i>cháni</i> (Turkish) = inn	<i>krýo</i> = cold
<i>chóri, chorió</i> = place	<i>loutrá</i> = baths
<i>dagh</i> (Turkish) = mountain	<i>mávro</i> = black
<i>derés</i> (Turkish) = stream	<i>megálo</i> = great
<i>dervéni, dervenáki</i> (Turkish) = pass	<i>metóchi</i> = farm belonging to a monastery
<i>hágios</i> (masc.), <i>hágia</i> (fem.) = saint	<i>mikró</i> = little
<i>kakó, kaké</i> = evil	<i>néo, néa</i> = new
<i>kalývia</i> = huts, properly of a summer settlement made by the inhabitants of a mountain village, cf. Geor- gitsánika Kalývia from Georgitsi (see Route 69, mile 10½)	<i>néri, neró</i> = water
<i>kará</i> (Turkish) = black	<i>óros</i> = mountain
<i>kástro, kastrí</i> = fortress	<i>palió, paliá</i> = old
<i>katavóthra</i> = natural tunnel into which the waters of a stream may flow	<i>Panagiá</i> = Our Lady
<i>kleisoura</i> = defile, pass	<i>pótamo, potámi</i> = river
<i>kephalári</i> = a spring rising from the mountain side	<i>psiló, psilé</i> = high
	<i>pýrgos</i> = tower
	<i>ráche</i> = mountain ridge
	<i>révma</i> = stream
	<i>skála</i> (Italian) = port, landing- place, or stairs
	<i>stenó, stené</i> = pass
	<i>vounó, voúni</i> = mountain
	<i>vrýsi</i> = spring
	<i>xéro, xeriás</i> = dry

PRONUNCIATION

The following note is intended to serve as a guide to the pronunciation of place-names in the routes. For a fuller account of the pronunciation of Greek see Chapter VI, pp. 110 ff.

Vowels

a as in French, e.g. *Vári*.

ai like the French *é*, e.g. *Eliaís*.

aĩ : if the accent is on the *a* (*ái*), or on neither, the two vowels coalesce and are almost pronounced as *i* in *like*, e.g. *Gáidaro*. If the accent is on the *i*, the vowels are pronounced separately. Cf. *oĩ*, below.

e either like the French *é* (the same as *ai*), e.g. *Kaparéli*, or like the French *i* (*ee* in English), e.g. *Thévai*. The former represents the Greek *ε*, the latter the Greek *η*; it is not possible to distinguish the two in English. Terminal *e* nearly always represents *η* (*ee*), e.g. *stené*, *psilé*, and terminal *es* generally *ε* (*é*), e.g. *Pórtēs*. (The latter is the nominative and accusative plural of feminine words of the first declension, *πόρτα*, *πόρτες*, often written *πόρταις*, but the nominative singular of some masculine words of the first declension ends in *-ης*, e.g. *πολίτης*, especially proper names, e.g. *Τρικούπης*, *Μαυρομιχάλης*, also represented in English by *-es*).

Final *e* and *es* are always pronounced, even when unaccented.

ei same as *i*, e.g. *Lageía*; not necessarily long when unaccented, e.g. *Gýtheion*, pronounced *Yíthyon*.

i as in French (*ee* in English). When followed by another vowel it is very nearly as the English consonantal *y*, e.g. *Agórianni* (unless it is accented).

o as in French.

oi same as *i*, e.g. *Mýloi* (pronounced *Meelee*); not long when unaccented, e.g. *Homónoia*, pronounced *Omónya*.

oĩ : if the accent is on the *o* (*ói*), or on neither, the two vowels coalesce and are nearly as *oi* in English, e.g. *Tóibasi*.

Otherwise they are pronounced separately. Cf. *aĩ*, above.

y same as *i*, e.g. *Pýrgos* (pronounced *Peergos*).

Consonants

As in English with the following exceptions :

d like soft *th* in English, as in *this*, e.g. *Dadí*; except after *n*, e.g. *Androussa*, *Déndra*, and occasionally at the beginning

of a word such as *dagh* or *derés*, when it is pronounced as in English.

g before *a*, *o*, or *ou* very nearly as the hard English *g* ; before *ai*, *e*, *ei*, *i*, *oi*, or *y* as the English consonant *y* very slightly gutturalized ; e.g. *Mégara* (pronounced very nearly as in English), *Mýges* (pronounced nearly as *Meéyace*) ; except after *n*, when it is hard, e.g. *Angelókastro*, *Vrangianá*.

h is not pronounced, e.g. *Hágios* (pronounced *Áyos*).

s is hard, like *ss*, e.g. *Sálesi*, *Mýges* ; except before *m*, *n*, and *v*, when it is pronounced like *z*, e.g. *Asmíni*.

t as in English ; except after *n*, when it has the sound of the English *d*, e.g. *Vrontamá*, *pénte*.

y is always a vowel (see above).

The accent is a strong stress accent as in English.

TRANSLITERATION

An endeavour has been made to keep as close to the Greek spelling as possible ; exceptions are as follows, where the English corresponds to the pronunciation, not to the spelling : *av* = *af* or *av* (see p. 111), e.g. *Καυκή* = *Kafké*, *Αύγό* = *Avgó*.

β = *v*, e.g. *Βάρι* = *Vári*.

γγ or *γκ* (in the middle of a word) = *ng* (the *g* is hard), e.g.

Ἀγγελόκαστρο = *Angelókastro*.

γκ (at the beginning of a word before the vowel sounds *i* or *é*) = *k*, as being nearer the real pronunciation than *g*, which is pronounced *y* (see above) ; e.g. *Γκιῶνα* = *Kióna*, *Γκερλί* = *Kerlí*.

ευ = *ef* or *ev*, e.g. *Εύθυμία* = *Efthymía*, *Λευκάς* = *Lefkás*, *ρέυμα* = *révma*.

μπ = *b*, e.g. *Καλαμπάκα* = *Kalabáka* (but see below, under *π*).

ντ = *d*, e.g. *ντερές* = *derés* (but see below, under *τ*).

π = *p*, except after *μ*, when it is represented by *b*, e.g.

Παλούμπα = *Palóumba*.

τ = *t*, except sometimes after *ν*, when it is represented by *d*, e.g. *Ἀντρούσσα* = *Androussa* (see above).

υ = *y* (except in the diphthongs *au*, *eu*, and *ou*).

CLASSICAL AND MODERN PLACE-NAMES

The modern Greek form of place-names has been adopted with a few exceptions. The exceptions are :

- (1) Where a familiar English form exists, e.g. Athens, Nauplia, Patras, Piraeus.
- (2) Where the classical name is familiar ; in these cases the traditional Latin spelling has been adopted, e.g. Parnassus, Helicon, not Parnassós, Helikón. An exception to this rule has been made in case of words ending in *-eus* in Latin, where the Greek form *-eios* has been kept to avoid confusion with the diphthong *eu* ; e.g. Alpheios, Peneios, Spercheios. These familiar classical names (especially for mountain-ranges) occur on all maps of Greece.

The Greek form of all place-names will be found in the Index.

NOTES

(1) *Nomoi (Administrative Districts)*.—In 1911 the number of *nomoi* was reduced again to 16, and, except in one case, with their original boundaries. Most modern maps of Greece have the boundaries of the 26 *nomoi* and the eparchies that existed before 1911. The older maps are thus more accurate in this respect.

(2) *Roads, Tracks, and Paths*.—The word *road* is used only of metalled ways. A *track* is an unmetalled way fit for light wheeled vehicles at least in dry weather. A *path* means a way fit for foot-passengers and pack-transport only.

(3) *Abbreviations*.—C. H. = Custom House ; P. T. O. = Post and telegraph or telephone office.

ROUTE 1

PIRAEUS—ATHENS

Between Piraeus and Athens the country is fairly level and open. It is very dry, as neither the Ilissus nor the Cephissus river reaches the sea, except after heavy rain. There are olive groves on Route A, and some corn-land between Routes A and B, and again to the east. All these roads are practically level. On Route A the houses of the Piraeus extend for about $1\frac{1}{4}$ mile from the harbour; those of Athens begin soon after the Ilissus has been crossed (mile $4\frac{1}{4}$). Between these points are the olive groves and some scattered farms. The whole country is visible from Munychia hill in Piraeus, and is dominated by the Acropolis and Lycabettus hill (NE. of the Acropolis) in Athens, as also by Philopappus hill SW. of the Acropolis.

A. MAIN ROAD, 6 miles

Wide, well-metalled road, in good condition.

miles

- | | |
|----------------|--|
| 0 | Piraeus (Peiraiá, Peiraiéfs : see below).
Starting from the harbour the road runs NE. to the electric railway. |
| $\frac{3}{4}$ | Road crosses railway by a bridge and turns N. From this point it is on the left-hand side of line. |
| 1 | Steam mills on l. |
| $2\frac{1}{4}$ | Road crosses Cephissus river; the bed is generally dry. |
| 3 | Barracks. |
| $3\frac{1}{4}$ | Branch road NE. crossing railway by a bridge; it joins Route C at Kallithéa and enters Athens S. of the Acropolis by the military hospital.
Road proceeds NNE. away from railway. |

miles

- 4 $\frac{1}{4}$ Road crosses the **Ilissus** : always dry, except after a storm. The Peloponnese and Lárissa railways are close on the l. ; houses now on both sides of the road.
- 5 $\frac{1}{4}$ Road approaches electric railway on the r., turns E., and enters Athens near the Theseion station. It proceeds along Piraeus Street to Place de la Concorde (5 $\frac{3}{4}$ miles from Piraeus), or by Hermes Street to
- 6 **Athens**, Place de la Constitution (see below).

B. *Via* BOULEVARD SYNGRÓS, 7 $\frac{3}{4}$ miles

From Piraeus to Palió Pháleron road runs along the shore. Electric tramway along it. Houses all the way to Néo Pháleron. From Pháleron to Athens is the Boulevard Syngρός, a newly constructed wide avenue, in excellent condition.

miles

- 0 **Piraeus**. Road follows Route A for $\frac{3}{4}$ mile.
- $\frac{3}{4}$ Route A continues N., crossing electric railway. Road bends E. by S., keeping a branch of the railway on the l.
- 1 Road turns E.
- 1 $\frac{1}{2}$ **Néo Pháleron**, pop. 1,000, P.T.O. Large hotels. Road continues E. along the shore.
- 1 $\frac{3}{4}$ Road crosses the **Cephissus**, inclining ESE.
- 2 $\frac{1}{4}$ Route C branches off NE.
- 2 $\frac{3}{4}$ Road turns due E., away from the coast. Salt marsh on l., low hill on r., alt. 65 ft. Branch road goes ESE. along the coast to **Palió Pháleron**, $\frac{1}{2}$ mile, pop. 580, P.T.O.
- 3 Road turns NE. Swampy ground on the l.
- 4 Alt. 65 ft.
- 5 $\frac{1}{2}$ Alt. 180 ft. Hill on l., alt. 255 ft. Hill on r., alt. 213 ft.
- 6 Road crosses **Ilissus**.
- 7 Road enters Athens near military hospital on l., and proceeds N. along Amalia Street.
- 7 $\frac{3}{4}$ **Athens**, Place de la Constitution.

C. *Via KALLITHÉA*, 7 miles

Metalled road in fair condition. The electric tramway from Pháleron to Athens runs along it.

miles

- | | |
|----------------|--|
| 0 | Piræus. Road follows Route B for $2\frac{1}{4}$ miles. |
| $2\frac{1}{4}$ | Road turns NE. Route B continues along coast. |
| $4\frac{3}{4}$ | Kallithéa , orphanage. Here it meets branch road from Route A, mile $3\frac{1}{4}$, and turns E. |
| $5\frac{3}{4}$ | Road joins the Boulevard Syngρός about $\frac{1}{2}$ mile S. of military hospital. |
| 7 | Athens , Place de la Constitution. |

Note on Athens and Piræus

Athens, alt. at Dipylon Gate 160 ft., at Place de la Constitution 277 ft.; pop. in 1907, 167,479, now about 200,000; the capital of the kingdom and seat of government, seat of Nomarch of Attica-Boeotia, of Demarch, of the Holy Synod of the Greek Church, and of the head of the Roman Catholic Church in Greece.

The town is built to the N. and NE. of the Acropolis, and is still extending chiefly in those two directions. Another suburb is growing up towards the SE. The Acropolis hill, alt. 512 ft., dominates the town. To the SW. Philopappus hill, alt. 483 ft., crowned by the remains of an ancient monument, partly shuts out the view of Piræus from the Acropolis. West of the Acropolis are some lower hills, which are still well above the level of the town. North-east of the town is the steep and pointed Lycabettus, alt. 910 ft., with a monastery on the summit. Houses are built up its lower slopes. To the SE., about 4 miles from Athens, rises the long level range of Mt. Hymettus, alt. 3,369 ft. The Ilissus stream, which dries up in summer and is full of water only after violent rain, flows in a deep and rocky bed past the SE. quarter of the town. The Cephissus, a larger stream whose waters are mostly taken for the irrigation of fields and gardens, flows through the olive groves to the W. of Athens.

The town is lighted by electricity and acetylene gas. The water-supply, which is very inadequate, is brought mostly from springs near Kephissia (see Route 5 B, mile $9\frac{1}{2}$). Plans have been made to bring water from Lake Stymphalus in the Peloponnese (see Route 61, mile $35\frac{1}{2}$), but they have not yet been carried out.

Athens is not an important manufacturing centre; most of the factories of Attica are in Piræus.

The head-quarters of all the administrative services of the country are in Athens. There is a telephone system, as well as telephonic communication with Piræus, Patras, and Salonica.

There are in Athens the University, the Polytechnic, 9 gymnasia, 10 Hellenic schools, and 55 elementary schools (29 for boys and 26 for girls), besides 29 private secondary schools (19 for boys and 10 for girls), and 10 commercial and technical schools (6 for boys and 4 for girls).

There are 3 military and 10 civil hospitals, and a number of private institutions. There are also several orphanages; institutes for the blind, &c., many of which owe their origin to the charity of rich Greeks.

There are infantry barracks E. of the town on the Kephissia road (see Route 5 B) and to the NW. near the Eleusis road (Route 7); the cavalry barracks are to the N. on the Patissia road (see Route 5 A).

There are electric trams throughout the town, and also a line connecting Athens with Pháleron and Piræus. The railway stations for the Peloponnese and the Lárissa lines are situated to the NW.

Piræus, pop. in 1907, 73,579, now about 100,000, P. T. O., C. H., seat of Demarch, gendarmerie. The town is largely built on the hilly peninsula which projects into the gulf of Salamis W. of the bay of Pháleron. Towards the S. end of the peninsula the highest point is 189 ft. above the sea; while to the E. overlooking Pháleron bay is Munychia hill, alt. 217 ft. West of Munychia the ground is more level,

falling gently to the harbour, and here are the principal streets and buildings.

Piræus is increasing year by year in importance as a port, and as far as general movement is concerned it ranks after Marseilles, Naples, and Genoa. Being the terminus of three railways it has become the distributing centre for the whole of Greece, and practically all the shipping companies, both Greek and foreign, have their head-quarters here.

There are two small but safe boat-harbours on the E. side of the peninsula (S. and E. of Munychia hill), but the modern harbour is the land-locked stretch of water to the W. The total water area of this harbour is about 302 acres, and this is divided into three parts, the outer harbour, the inner harbour, and the basin called Hálai. The outer harbour (114 acres) is not yet quayed, and with the exception of discharging coal little business is done here. The depth of water varies from 16 to 90 ft. The inner harbour (152 acres) has depths of from 16 to 74 ft. It is lined with quays, and on its E. shore are the custom-house, principal warehouses, &c. Hálai basin (36 acres), on the N. side of the inner harbour, has a depth of from 8 to 15 ft. only. Timber and iron are discharged here, and marble loaded for export. A line of rails connects with the station of the Peloponnese railway.

The total length of quayage is 4,400 yds.; but, except for the grain wharf with a depth of 28 ft. and the railway pier on the N. side with a depth of 21 ft., the quays have insufficient water (less than 15 ft.) alongside for large vessels. Most of the loading and unloading is therefore done by means of lighters. Owing to the accumulation of a mass of shipping large vessels experience great difficulty in entering and clearing the port. The warehouses are also entirely inadequate for the requirements of the port. Schemes for enlarging and improving the harbour have been prepared, and tenders for the construction of works generally have been called for. But nothing has yet been done.

There are several firms which undertake the repairing of

ships, construction of engines and boilers, &c. Two of these are important and carry out most classes of marine work. The total number of workmen employed in normal times in connexion with the engineering and ship-repairing trades amounts to about 3,000. No shipbuilding is done at Piræus, except by two small yards in the Hálai basin, where small craft are built.

About 15,000 tons of coal, partly Welsh and partly American, are usually kept in stock by the various importers, and in recent years much of the Syra bunkering trade has been diverted to Piræus.

Like Athens Piræus suffers from a bad water-supply, and epidemics of typhoid are common in summer. Water is supplied to ships by tank-boats, which are filled by means of 9 hydrants on the Miaóúles quay in the SE. corner of the inner harbour.

The town is lighted by electric light and by gas. Electric tram-cars run through the town, and also to Pháleron and Athens.

Piræus is the most important manufacturing town in Greece. It has 27 distilleries, 13 steam flour-mills, 13 engineering and iron-works, 14 cotton and weaving mills, 5 needle-factories, 12 soap-factories, 3 ice-factories, 4 tanneries, a brewery, a gunpowder-factory, &c.

The trade of the port is increasing yearly, nearly all the imports into Greece being discharged at Piræus. The total gross tonnage of imports in 1914 amounted to 871,689 tons (more than half of this being coal). The principal exports from Piræus are marble, raw hides, and cognac. During 1914 3,789 steam vessels of 4,081,146 tons, and 486 sailing vessels of 37,023 tons entered the port. Of these 2,587 steam vessels (1,684,421 tons), and 385 sailing vessels (24,024 tons) were Greek. The amount received from the customs at Piræus in 1914 was £1,091,769.

The number of steam vessels registered at Piræus is 240, with a net tonnage of 213,930 tons. Of these 19 are of more than 2,000 tons net.

The principal streets of the town are broad and straight. The railway stations lie N. of the inner harbour. There is a telephone system in the town, as well as telephonic communication with Athens. There are 4 hospitals and 2 orphanages, 2 gymnasia, 4 Hellenic schools, 1 girls' high school, and 27 elementary schools (14 for boys and 13 for girls), besides 11 private secondary schools (5 for boys and 6 for girls), and a commercial school.

ROUTE 2

PIRAEUS—SALAMIS FERRY—MÉGARA FERRY,

15 miles

Good carriage-road to Salamis ferry, and across the island. The first part of the road to the ferry is over low hills, bare of trees; then it runs along the coast at the foot of Mt. Skaramangá, the slopes of which come down to the shore. Salamis is a bare and rocky island; but vineyards are plentiful in the small areas of flat land through which the road goes.

miles

0 **Piræus.** Starting from the Peloponnese railway station, road proceeds N. Branch road N. and NW. rejoins main road after $2\frac{1}{4}$ miles.

Road turns NW.

$2\frac{1}{2}$ Branch road mentioned above joins from the E. Hill in angle between them, alt. 177 ft.

Road turns W. along the coast. Country rises steeply to about 950 ft. on the r.

$5\frac{1}{2}$ **Pérama** ('Ferry').

Track from **Skaramangá** comes in from NW. (see Route 7, mile $7\frac{3}{4}$).

The ferry takes from 18 to 30 min. according to the wind.

$6\frac{3}{4}$ Landing near ruins of ancient Salamis.

miles

Carriage-road thence SW.

7½ **Ambeláki**, pop. 980, P. T. O. Thence road goes NW.8 Branch road N. to **Arápi**, 2 miles, pop. 1,600, P. T. O. Here is the naval dockyard (**Náfstathmos**), known generally as **Salamis Arsenal**.

Road turns W.

10 **Koúlouri** (**Salamis**), pop. 5,000, P. T. O.

Another road goes E. from **Koúlouri** for 1½ mile nearly parallel to above, then turning N. to the arsenal, 3 miles.

Road continues W., then as it approaches the sea turns NW., then W. again along the N. coast. It passes many vineyards.

14 **Phaneroméne** monastery, looking N. across the straits.15 Ferry to **Mégara**.

(Landing near the Athens-Mégara road (Route 52). Carriage-road to the town.)

ROUTE 3

ATHENS—VÁRI—CAPE SUNIUM—LÁVRION,

47½ miles

Rough cart-track, capable of taking two-wheeled vehicles at least as far as Vári (mile 12).

SE. of Athens the country as far as Vári is fairly well cultivated, but the soil is dry (like nearly all Attica), and there are few trees; the hills are low. Mt. Hymettus to the E. of the road is nearly treeless. After Vári the route goes through much more broken country, with high mountains and small valleys.

miles

- 0 **Athens.** Starting from Place de la Constitution, route proceeds down Amalia Street on the W. of the palace gardens. It leaves Athens by the military hospital.
- $\frac{3}{4}$ Military hospital SE. of the Acropolis. At that point road turns E.
- 1 Bridge over the **Ilissus**. Track turns SSE.
- $1\frac{1}{4}$ Powder-magazine.
- $1\frac{3}{4}$ **Hágios Ioánnes** church. Hill on r., alt. 423 ft.
- $3\frac{1}{4}$ Alt. 321 ft. Branch track W. to **Brachámi**, $1\frac{1}{4}$ mile, pop. 520.
- 5 Alt. 203 ft. **Tráchones** on r. of track.
Track turns SE. and skirts the SW. slope of Mt. **Hymettus**, alt. 3,369 ft., gradually bearing E.
- 12 **Vári** situated above the gulf of Vári, alt. 95 ft., pop. 210.
From Vári track turns ENE. and passes through a gap between **Karamóti**, alt. 725 ft., on the S. and foot-hills of Hymettus on the N.
- $14\frac{1}{2}$ Alt. 232 ft. Branch track NE. to **Koropí**, 5 miles (see Route 6, mile $17\frac{1}{4}$).
Track turns ESE., skirting northern slope of **Karamóti**.
- 16 Track turns SSE.
- 19 **Hágios Demétrios**. Branch track NE. to **Kalývia Kouvará**, $4\frac{1}{2}$ miles (see Route 6, mile 12).
Track continues S.
- $19\frac{1}{2}$ Track reaches shore, and proceeds along it SE.
- 22 Track turns E. to avoid the mass of Mt. **Ólympos** (Skórdi).
Branch track goes S. between the W. slopes of Ólympos and the shore, and then turns SE. to **Anávyso**, 9 miles (see below, mile 29).
- 25 **Élymbo** (Ólympos) village (3 hrs. 30 min. from Vári) in a depression between Mt. **Keratéa**, alt. 2,129 ft., on the N. and Mt. Ólympos, alt. 1,591 ft., on the S.

miles

Track leads S. over a plain which descends to the sea at the gulf of Hágios Nikólaos. Mt. Ólympos is on r. of track.

27 Metóchi of Anávvyso, alt. 131 ft. Track continues S.

28 Branch track SSW. to the salt-pans on the shore, 1 mile.

29 **Anávvyso** (4 hrs. 10 min. from Vári). Track turns E. across the hills.

33 Alt. 492 ft. Track meets light railway.

Branch track N. following the railway to **Kamáriza**, pop. 1,660, P. T. O. ($5\frac{1}{2}$ hrs. from Vári). Carriage-road from Kamáriza with a general ESE. direction to Lávrion, $3\frac{1}{2}$ miles (see Route 6).

Track turns S.

33 $\frac{3}{4}$ Track crosses light railway.

34 $\frac{1}{2}$ Track crosses railway again and follows it S. to Megála Péfka.

36 **Megála Péfka**, the hill district, which is well wooded with pine-trees.

38 $\frac{1}{2}$ Branch track SW. to **Légrena**, $\frac{1}{2}$ mile.

41 $\frac{1}{2}$ **Sunium** (Soúunion, Cape Kolónnes), with ruins of the ancient temple of Poseidon on the extreme edge of the cliffs.

Carriage-road hence NE. and N., sometimes along the coast, sometimes over hills skirting the coast to Lávrion.

47 $\frac{1}{2}$ **Lávrion** (see Route 6).

ROUTE 4

ATHENS—MARATHON, 27 miles

Good motor road, repaired in 1914. The houses of Athens extend as far as Ambeloképi (mile 2) ; electric tramway along the road to this point. There are no steep gradients, though the open country narrows considerably between Mts. Hymettus and Pentelicus for some 2 miles before Charváti (mile 9). There is a fair amount of cultivation along this route ; there are also some woods, especially after the road turns N. (mile 15); but a good deal of the country, as commonly in Greece, is bare and stony, with shrubs and only a few trees, affording pasture to flocks of sheep and goats. At the S. end of the plain of Marathon (mile 22) the country is very marshy ; and Marathon itself and the villages around suffer greatly from malaria.

miles

- | | |
|----------------|--|
| 0 | Athens. Road starts from Place de la Constitution and proceeds E. along the Boulevard Kephissiá, keeping the palace and its gardens on r. It follows the Lávrion road (see Route 6) for $7\frac{1}{4}$ miles. |
| 2 | Suburb of Ambeloképi , alt. 413 ft. Road to Kephissiá branches NNE. (see Route 5 B).
Road continues NE. |
| 5 | Branch road N. to Chalándri , 1 mile, pop. 1,340, P. T. O. |
| 6 | Alt. 675 ft. |
| 7 | Alt. 797 ft. Hill on r., alt. 1,187 ft. |
| $7\frac{1}{4}$ | Lávrion road branches S. (see Route 6).
About 200 yds. farther on, a branch road goes SE. to Spáta , 5 miles ; whence a track continues SSE. to Vraóna , $9\frac{1}{2}$ miles, where it divides, one branch going E. to Port Vraóna, $11\frac{1}{2}$ miles, the other SE. to Port Ráphte , $12\frac{1}{2}$ miles (see Route 6, mile $15\frac{1}{4}$).
Road proceeds E. |
| $7\frac{3}{4}$ | Road crosses railway just S. of Gérakas station. |

miles	
8 $\frac{1}{4}$	Alt. 656 ft. Road crosses a stream.
8 $\frac{3}{4}$	Hill on r., alt. 734 ft.
9	Charvátí , alt. 623 ft., pop. 300. Road crosses stream by a bridge and proceeds E.
9 $\frac{3}{4}$	Bridge over another stream.
11 $\frac{3}{4}$	Alt. 387 ft. Branch road SSW. to Spáta, 2 $\frac{1}{2}$ miles.
12 $\frac{3}{4}$	Passádes , alt. 318 ft. Branch road N. to Pikérmi , $\frac{3}{4}$ mile, alt. 393 ft., P. T. O. Hills to W. rise to 879 ft. within 1 mile.
13 $\frac{3}{4}$	Road crosses Megálo Révma by a bridge. Mt. Élos on r., alt. 643 ft.
14 $\frac{3}{4}$	Alt. 141 ft.
15	Road crosses stream. Pine woods.
15 $\frac{3}{4}$	Alt. 118 ft. Road crosses another stream. Hill on l. rises to 620 ft., and hill on r. to 452 ft. Road takes a general northerly direction.
16 $\frac{3}{4}$	Alt. 288 ft. Road descends very gently.
17 $\frac{1}{4}$	Branch road SW. to Raphéna on the shore, 2 miles, P. T. O.
17 $\frac{3}{4}$	Shore is less than 1 mile on E., but is concealed from the road by a ridge 246 ft. high. Road enters the plain of Marathon.
19	Alt. 137 ft. Branch road ENE. to Andréas on coast, 1 mile. Hills recede from the coast and the plain opens out. Hills are from 400 ft. to 2,550 ft. high.
21 $\frac{1}{2}$	Alt. 32 ft. Road crosses stream by a bridge; ruins on r.
22	Hills approach the road on l., and there is a large marsh on r. between the road and the bay.
22 $\frac{3}{4}$	Alt. 16 $\frac{1}{2}$ ft. Hill 1 mile to l. is 1,827 ft. high. Track NW. to Vraná , 2 miles. Hills again recede.
23 $\frac{1}{4}$	Marsh on r. ends. Gardens here.
24 $\frac{1}{2}$	Road approaches the hills, which rise rapidly to 754 ft.

miles

25 $\frac{3}{4}$

Sephéri Bey in a gap between hill on l., alt. 771 ft., and hill on r., alt. 1,017 ft.

Road continues through the gap N. up the r. bank of the Marathon stream.

26 $\frac{1}{2}$

Road crosses to l. bank by a bridge.

27

Marathon (Marathóna), pop. 1,000, P. T. O.

Track NW. across the hills to **Kaléntsi**, 3 miles, and **Kapandríti**, 6 miles (see Route 5 B, mile 22).

Another track N. to **Ano Soulí**, 2 $\frac{1}{2}$ miles, and **Grammatikó**, 4 miles, pop. 950, P. T. O., where there are iron-ore mines, with a light railway to the coast, at Limióna bay, 9 $\frac{1}{2}$ miles. Here there is a jetty, 200 ft. long, with 22 ft. of water at its outer end. From Grammatikó there is a track NW. and W. to **Varnáva**, 4 miles, pop. 530, and thence SW. and W. to Kapandríti.

ROUTE 5

ATHENS—SKÁLA OROPOÚ

A. *Via* Tatóï, 29 $\frac{3}{4}$ miles

A well-metalled road all the way to the Skála : it is in good condition as far as Tatóï, and is fit for motor traffic as far as the Skála, though the steep descent towards Oropó has many bad patches and hairpin bends. The road goes over a shoulder of Mt. Parnes, which used to be well wooded with pine-trees, but the big fire in the spring of 1916 destroyed all the forest N. and NE., that is, to the right, of the road. There are still pine woods on the slopes of Parnes, and on the hills near Oropó. There are tracks from mile 22 $\frac{3}{4}$ and from the Skála to Chalcis. There is no through carriage-road from Athens to Chalcis except through Thebes (Routes 7 and 10). It is, however, possible to take light vehicles by a metalled

road from Malakása (mile $22\frac{3}{4}$), crossing the river Vouriéni, as far as Schematári; thence N. by rough track via Port Vathý as in Route 10, alternative track A, miles $12\frac{3}{4}$ —0.

miles

- 0 **Athens**, Place de la Constitution. Route proceeds NW. along University Avenue.
- $\frac{3}{4}$ Just before reaching Place de la Concorde route turns NNE. up Patíssia Street.
- $1\frac{3}{4}$ Reservoir on l. Road passes through gardens.
- $2\frac{3}{4}$ **Patíssia**, pop. 5,000, P. T. O.
- $6\frac{3}{4}$ **Koukouváones**, alt. 551 ft., pop. 700.
- Branch roads :
- (1) NW. crossing river Cephissus, $\frac{1}{2}$ mile, to **Menídi**, 2 miles, pop. 3,800, P. T. O.; whence track to **Kalývia Chasiás**, 10 miles (see Route 7, mile $10\frac{3}{4}$).
- (2) ENE. to **Kephissiá**, 3 miles (Route B, mile $9\frac{1}{2}$), whence N. and NNW. to the main road at mile 12.
- $7\frac{3}{4}$ Road crosses **Cephissus** and ascends again.
- $8\frac{1}{4}$ Alt. 606 ft.
- $10\frac{3}{4}$ Alt. 813 ft.
- 12 Alt. 977 ft. Kephissiá road comes in (see above at mile $6\frac{3}{4}$).
- Road enters hilly country amidst the charred remains of the great pine forest.
- 14 Alt. to l. of road 1,564 ft.
- $15\frac{1}{4}$ **Tatói**, king's country-house; small village, P. T. O.
- $16\frac{1}{4}$ Alt. 1,948 ft. $\frac{1}{4}$ mile W. alt. 2,631 ft. 1 mile E. alt. 2,198 ft. Between road and last altitude are reservoirs of water.
- 17 Alt. 2,103 ft., highest point of road, watershed of the Cephissus and the Charádra.
- $17\frac{3}{4}$ Road descends, not very steeply, to cross **Charádra** river by a bridge.
- $18\frac{1}{4}$ Alt. 1,876 ft.
- $20\frac{3}{4}$ Chapel of **Hágios Merkourios**. Road soon descends very steeply with hairpin curves.
- $22\frac{3}{4}$ Road crosses railway by a bridge. **Malakása** to r. of road.

miles

Branch roads :

(1) Branch road goes E. to **Kapandriti** (see Route B, mile 22).

(2) Another branch road proceeds W. along the northern foot-hills of Parnes, nearly parallel to the railway. It runs as follows :

miles

5½

Kakosálesi, pop. 1,000. Road turns NNW., and goes over low pine-covered hills, through which the Vouriéni makes its way.

8

Stone bridge over tributary of Vouriéni.

9½

Road reaches **Vouriéni** river, which it crosses by an iron bridge wide enough for one vehicle. To the W. is the fertile valley of the Vouriéni, in which are the ruins of ancient Tanagra.

From Oropó (see below) there is a cart-track W. that crosses the Vouriéni at **Sykámino**, pop. 160, by a ford, 1¼ mile, thence along the N. bank of the river to join this track at the bridge mentioned above.

Road (in fair condition) goes NW.

11

Staniátes, pop. 240.

15

Schematári. Metalled road stops, and a rough track (passable for light traffic) continues to **Vathý** and thence to Chalcis.

27¾

Chalcis (see Route 10, alternative track A).

Main road continues north over low rolling country, with thin pine woods and fields on either side. Hills from 850 to 1,150 ft. high.

26¼

Mélesi, pop. 100. Path NW. to Oropó, 3 miles (see below).

Road descends gradually towards the sea.

miles

29 $\frac{3}{4}$

Skála Oropoù, pop. 420, P. T. O., C. H.; with a shallow harbour. To N. and W. is a small plain formed by the deposits of the Vouriéni (Asopus) river.

A road goes SW. to **Oropó**, 3 $\frac{1}{2}$ miles, pop. 610.

There is also a coastal track from the Skála, going WNW. and crossing the Vouriéni near its mouth:

miles

0

Skála Oropoù.

3

Chalkoùtsi.6 $\frac{1}{2}$ **Délesi.**10 $\frac{1}{2}$ **Drámesi**, pop. 170.11 $\frac{3}{4}$ **Geralí**, whence via Vathý to

20

Chalcis (see Route 10, alternative track A).

B. *Via KÁLAMOS*, 34 $\frac{1}{4}$ miles

A good metalled road as far as Kephissiá (mile 9 $\frac{1}{2}$): metalled and in fair condition as far as mile 16 (Bougiáti), and probably to Kálamos.

miles

0

Athens. Road follows the Marathon road for 2 miles (see Route 4).

2

Alt. 413 ft. Marathon road branches NE.

Road continues NNE. On the r. of the road, between it and the Marathon road, is a hill, alt. 482 ft.

3 $\frac{1}{2}$

Alt. of road 554 ft. Hill on r., alt. 613 ft., hill on l., alt. 761 ft.

4 $\frac{1}{2}$

Branch road fit for motor traffic E. to **Hágia Varvára**, $\frac{1}{4}$ mile, thence NE. to **Chalándri**, 1 $\frac{1}{2}$ mile, station on Athens-Lávrión railway (see Route 4, mile 5). From Chalándri this branch road continues NE., ascending Mt. Pentelicus, to **Mendéli** monastery, 6 $\frac{1}{2}$ miles. The slopes of Pentelicus are thickly covered with pines. Near Chalándri are many vineyards and cornfields.

miles

- 5 $\frac{3}{4}$ Alt. 551 ft. Branch tracks:
 (1) SE. to Chalándri, $\frac{1}{2}$ mile.
 (2) NW. to Athens-Tatói road (see Route A),
 3 miles.
- 6 Bridge over a stream.
- 8 **Amaróusi** (Maróusi) village and monastery, pop.
 2,280, P. O. Summer resort.
- 9 $\frac{1}{2}$ **Kephissia**, alt. 984 ft., pop. 2,000, P. T. O. Summer
 resort.
- Branch track W. to **Koukouváones** on Athens-
 Tatóï road (see Route A), 3 miles.
- Road proceeds N., gradually descending.
- 11 Alt. 675 ft. Road ascends again.
- 12 Alt. 964 ft. Branch road turns sharply WNW. and
 descends to the valley of stream, $\frac{1}{2}$ mile, alt. 784 ft.
 whence NW. to Athens-Tatóï road (see Route A,
 mile 12), 2 $\frac{1}{4}$ miles.
- Road turns NE. up r. side of the Cephissus valley.
- 12 $\frac{1}{2}$ Branch track ESE. to Diónyso, 2 $\frac{1}{2}$ miles (see *Rail-
 ways*, Route X).
- 13 $\frac{3}{4}$ Road crosses **Cephissus**.
- 14 Road crosses railway.
- 15 $\frac{1}{2}$ Alt. 1,112 ft.
- 16 Alt. 1,210 ft. Branch road SE. to **Bougiáti**,
 1 $\frac{1}{4}$ mile, P. T. O., and **Stamáta**, 2 $\frac{3}{4}$ miles. From
 Stamáta there is a mule-track in 2 $\frac{3}{4}$ hrs. NE. to
Marathon (see Route 4).
- Road bends to N.
- 16 $\frac{1}{2}$ Alt. 1,256 ft. Road turns ENE. and enters very
 hilly country.
- 17 $\frac{1}{2}$ **Spáta**, alt. 1,049 ft. (to be distinguished from
 Spáta on Routes 4 and 6), 1 mile to the E. Branch
 track NE. to **Kaléntsi**, 3 miles.
- Road turns NNE., crosses railway 2 miles SE. of

miles

Kioúrka station (whence a road NNW. to **Kioúrka**, $2\frac{1}{2}$ miles, pop. 840, P. T. O.), and descends to the valley of the **Charádra**, which it crosses (alt. 721 ft.), and goes N. up a tributary valley.

22 **Kapandríti**, pop. 610, P. T. O.

Branch road goes SW. for 2 miles, then bends to NW. and N., around the S. and W. spurs of Mt. **Mavronóros**, alt. 2,123 ft., to Markópoulo (see below), 7 miles. About half-way from Kapandríti another branch goes W. to **Malakása** (see Route A, mile $22\frac{3}{4}$), $2\frac{1}{2}$ miles. A path goes SE. to Kaléntsi and Marathon.

Main road goes N. along E. slopes of Mt. Mavronóros.

28 **Kálamos**, pop. 920, P. T. O.

Road turns E.

$30\frac{1}{2}$ **Markópoulo**, pop. 600 (to be distinguished from Markópoulo on Route 6, mile $15\frac{1}{4}$).

$34\frac{1}{4}$ **Skála Oropóu**.

Note on Passes over Mts. Cithaeron and Parnes

There are five ways of crossing Mts. Parnes and Cithaeron, the barrier that separates Attica from the north. The easiest is that which rounds the eastern end of Parnes, the route taken by the railway and these two roads to Oropó. The next easiest is by the pass of Gyphtókastro, through which goes the road to Thebes and the north (Route 7). This is the one used by all through road traffic, as there is no metalled road connecting the Athens—Oropó road with Thebes. The other three are all difficult mule-tracks. The best is that by the ancient fortress of Phyle, E. of the Gyphtókastro pass. This is the shortest of all the routes. A carriage-road from Athens goes NNW. through Káto Liósia, pop. 700, P. T. O., as far as Chasiá, pop. 900, 15 miles. Thence a steep ascent N. up a very narrow valley takes

one to the ruins of Phyle in 2 hrs., alt. 2,255 ft. The mountain-path is difficult. It continues to ascend NW. over the ridge, which is the watershed between Attica and Boeotia, alt. 2,560 ft. Then it goes steeply down to the upland plain of Skoúrta, to the village of Króra, alt. 1,840 ft., pop. 200, 5 hrs., and across the plain to Dérveno-Sálesi, pop. 750, $6\frac{1}{2}$ hrs. From Dérveno-Sálesi the path continues NW. through a low pass, then descends rapidly into the plain of Boeotia, crosses the Vouriéni river by a bridge, alt. 800 ft., and thence goes over low hills to Thebes, $11\frac{1}{2}$ hrs. from Chasiá.

A fourth track goes from Vília (Route 7, mile $30\frac{1}{2}$) steeply up the wooded slopes of Cithaeron, W. of the carriage-road, passing a good spring in the mountains (about 4 hrs. from Vília), and then descending very abruptly the N. slopes above the village of Kaparéli (see Route 7, mile $37\frac{1}{2}$). A track from Germanó on the Corinthian gulf joins this; and another track goes S. from Vília to Mégara (see Route 52).

The fifth is the most difficult of all, and goes from Germanó high above the coast, rounding the W. shoulder of Cithaeron, and descending again at Livadóstro, whence there is a track up the valley E. to Kaparéli (see Route 7, mile $37\frac{1}{2}$). Not only is the path itself dangerous, but the traveller is exposed to the violent storms of wind that are frequent in this corner of the gulf of Corinth.

ROUTE 6

LÁVRION—ATHENS, $33\frac{1}{4}$ miles

A well-metalled road, fit for motors; in part, at least, repaired in 1914. No very steep gradients. It goes through hilly and uncultivated land as far as Keratéa (mile $8\frac{3}{4}$); this is the country of the lead-mines. From there to the point where it joins the Marathon road (mile 26) it is fairly level and goes through the most fertile district of Attica, with many

large villages and market towns. The vine is chiefly cultivated. From mile 26 it is the same as the Marathon road (Route 4).

miles

0 **Lávrión.** Lead-mines and smelting-works (French and Greek companies). Pop. 11,200, P. T. O., C. H., seat of Demarch, gendarmerie. The bay of Lávrión forms the port. There are three piers at the head, near some furnaces and smelting-works at which steamers load ore. Storage accommodation for 20,000 tons of coal, and appliances for loading and unloading. Workshops capable of undertaking small repairs to vessels. The drinking water is rather brackish.

Road starts from the harbour and proceeds N.; the railway is between the road and the sea.

$\frac{1}{2}$ Branch road W. to **Kamáriza** (see Route 3, mile 33), $3\frac{1}{2}$ miles.

Road continues N. following railway.

$\frac{3}{4}$ **Kyprianó.** Road crosses the railway and runs between it and the sea.

$1\frac{1}{4}$ Road crosses railway and leaves it.

Branch road N. up a valley following the railway to **Daskalió**, 4 miles, pop. 200, P. O., through mining district.

Road turns NW. up a depression between the hills.

$2\frac{1}{4}$ **Hágios Geórgios** church.

$2\frac{3}{4}$ Alt. 114 ft.

$3\frac{3}{4}$ Alt. 400 ft.

$4\frac{1}{4}$ Road passes through a gap between a hill on l., alt. 682 ft., and another on r., alt. 610 ft.

$4\frac{3}{4}$ **Pláka**, pop. 1,770, P. T. O. Branch roads :

(1) SW. to **Demoliáki**, 1 mile, and **Kamáriza** (see mile $\frac{1}{2}$ above), $3\frac{1}{2}$ miles.

(2) To **Villia**, 1 mile.

$5\frac{1}{4}$ Alt. 528 ft. Road begins to descend.

miles

6½ Alt. 400 ft. Hill on l., alt. 951 ft., and another on r., alt. 892 ft. From this point road crosses a shoulder of hill on l. and rises slightly.

7¼ Alt. 488 ft.

8¾ **Keratéa**, alt. 590 ft., pop. 4,140, P. T. O. Railway station. Road follows railway.

Branch track NNE. across the hills to Port **Ráphte**, 8 miles (see below, mile 15¼).

9¼ Alt. 656 ft. Road begins to descend.

10¼ Road crosses railway.

10½ Waterworks.

11 Road crosses stream by stone bridge.

12 **Kalývia Kouvará** on l., alt. 344 ft., pop. 1,350, P. T. O.

Road continues NW. between hills.

13 Alt. 282 ft.

14¼ **Dágla**. Branch road NW. crossing the railway to **Koropí** (see below), 4 miles.

Road turns NNE.

15¼ **Markópoulo**, alt. 246 ft., pop. 2,630, P. T. O.

Branch carriage-roads :

(1) N. to **Spáta**, 6 miles, pop. 2,150.

(2) E. to Port **Ráphte**, 5 miles, C. H., situated on the land-locked bay of **Ráphte**, which affords good anchorage.

Road turns NW., still following railway.

17¼ Branch road W. crossing railway to **Koropí**, 2 miles, pop. 4,300, P. O.

19¼ Alt. 308 ft. Alt. on W. of road 429 ft.

Road begins to ascend slightly.

21½ Alt. 505 ft. Branch road W. to **Liópesi**, ¾ mile, pop. 2,600, P. T. O.

21¾ Branch road S. to **Koropí**.

22¼ Hill on r. of road, alt. 800 ft., while on l., at a dis-

miles

- tance of 2 miles, is the ridge of **Hymettus**, rising to 3,369 ft. quite close to this point.
- 25 $\frac{1}{4}$ Alt. 754 ft. Road ascends foot-hills of Hymettus.
- 25 $\frac{1}{2}$ Road descends. Hill to r., alt. 721 ft., another to l., alt. 1,181 ft.
- 26 Alt. 721 ft. Route joins Marathon road (see Route 4, mile 7 $\frac{1}{4}$), and is identical with it as far as Athens.
- Road goes W.
- 26 $\frac{1}{4}$ Alt. 797 ft.
- 27 $\frac{1}{4}$ Alt. 675 ft.
- 28 $\frac{1}{4}$ Branch road N. to **Chalándri**, 1 mile. Road turns SW.
- 31 $\frac{1}{4}$ Suburb of **Ambeloképi**. Branch road goes NNE. to **Kephissíá** (see Route 5 B).
- 33 $\frac{1}{4}$ **Athens**.

ROUTE 7¹

ATHENS—THEBES—LIVADIÁ—LAMÍA

Via BRÁLO, 136 $\frac{1}{2}$ miles

This road, with its alternative, Route 8, between Livadiá and Lamía, and its continuation N. to Lárissa (Route 22) and thence to Salonica, is the only means of communication for wheeled traffic which traverses all eastern Greece N. of the Corinthian gulf. The corresponding route in western Greece is that from Mesolónghi to Arta and thence to Yanina (Route 33). It is metalled and fit for motor traffic all the way, but needs repair in parts. Between Athens and Daphní (5 $\frac{1}{2}$ miles) it was repaired in 1914 and is in excellent condition. Up the steep gradients on either side of Mt. Cithaeron, between Eleusis and Thebes, there are some bad patches.

It goes over several defensible passes, but only two are lofty and involve steep gradients, that over Mt. Cithaeron, just

¹ See also Appendix.

mentioned, and the second between Brálo (mile 116) and the Spercheios valley (mile 129). This latter is much the most difficult part of the road, as Mt. Oeta is cut into by very steep and narrow gorges, and the road descends rapidly, with many windings. The northern slopes of Mt. Oeta to the W. of the road are especially precipitous. Before crossing Cithaeron the low pass of Daphní (mile $5\frac{1}{2}$), one of the western defences of Athens, is the only obstacle. The plain of Eleusis, W. of the pass, is fertile, and has many vineyards, olive groves, and market-gardens watered from artesian wells. Between Cithaeron and Oeta the road goes over nearly level ground the whole way, only rising gradually up the Cephissus valley between Parapotámia pass (mile 83) and Brálo (mile 116). The plains of Thebes, of Kopaïs, and of the upper Cephissus (between miles 40 and 116), the ancient Boeotia and Phocis, are among the largest and most fertile in Greece, and are well cultivated. There is a plentiful water-supply in all, especially the Kopaïs plain, which is watered not only by the Cephissus and its many tributaries coming from the S., but by the Mavropótamos, which rises in a copious spring near Skripoù (mile 75) and flows in a clear stream E. across the plain. As they are both cut off from the sea by a ring of mountains, the plains of Thebes and Kopaïs are oppressively hot in summer, a condition made worse by the almost complete absence of trees except in the villages and the few orchards round Thebes. The upper Cephissus basin has a cooler climate, and a large number of orchards. Each of the three plains is separated from its neighbour by narrow but low passes, Onchestus between eastern and western Boeotia (mile 55), and Parapotámia between western Boeotia and the upper Cephissus basin (mile 83). The latter is again divided into two by the pass of Dadí (mile $102\frac{1}{2}$), a narrow gorge which gives room for the Cephissus only, the road having to cross the ridge to the W. At the head of the Cephissus valley is Graviá, at the exit of the pass which leads down to Sáloná and Itéa on the Corinthian gulf (Route 20). These central plains form the natural highway of communication between N. and S. Greece; the railway

to Lárissa and Salonica runs nearly parallel with the road throughout this district. Many roads and tracks enter these plains from the sea-coast on the N. and S. The chief ones from the S. are: (1) from Naupactus and western Greece via Mavrolithári (Route 43, mile $53\frac{3}{4}$); (2) from Itéa via Sálona (Route 20), both entering the upper Cephissus plain S. of Brálo (mile 116); (3) from Itéa via Delphi, or Antikyra via Dístomo (Route 21), entering the Kopaïs plain either at Dávlia near Chaeroneia (mile 79) or at Livadiá (mile 73); (4) from Dombréna (Route 9), entering the Kopaïs at Mázi (mile 58), or the plain of Thebes at Vágia (mile 52), or just W. of Thebes (mile $47\frac{1}{2}$); (5) from Livadóastro to Kókla (mile $37\frac{1}{2}$). From the channel of Euboea to the interior are (1) the two tracks from Thermopylae and Kainoúrio (Route 8, miles $141\frac{1}{2}$ and 129) that meet at Drachmáni (below, mile 94); (2) road from Atalánte (Route 8), meeting main road at mile $89\frac{1}{2}$; (3) path from Lárymna to Thebes (Route 18); (4) three routes from Chalcis to Thebes (Route 10); (5) cart-track from Oropó to Thebes (Route 5 A under mile $22\frac{3}{4}$, and below, mile 45). Much fighting has taken place at various points on this highway, as all invasions by land from the N. have passed this way; battles have taken place in ancient and modern times at Plataea (mile $37\frac{1}{2}$), Chaeroneia (mile $79\frac{1}{2}$), and Thermopylae (Route 8, mile $141\frac{1}{2}$).

miles

- | | |
|----------------|--|
| 0 | Athens , Place de la Constitution. Route goes down Hermes Street, and leaves Athens by the Dipylon Gate, and goes W., passing Hágia Triáda church, where it inclines WNW., leaving the Piraeus road, which goes SW. |
| $1\frac{1}{4}$ | Road crosses the railway by level crossing.
Road soon becomes an avenue, with gardens and olive groves on either side. Botanical Gardens on l. of road. |
| 2 | Alt. 99 ft. Road crosses a conduit. |
| $2\frac{1}{2}$ | Hágios Geórgios church, alt. 95 ft. Road issues from wooded country. Fields on either side. |

miles

3 Powder-factory to r. Cart-track on l. to **Piræus**,
4 miles.

Road begins to ascend pass over Mt. **Skaramangá**.
3 $\frac{3}{4}$ Alt. 328 ft. **Hágios Elías** church on r., on a hill,
alt. 620 ft. Hills on the l. rising to 1,154 ft.

4 $\frac{1}{4}$ Alt. 424 ft.

4 $\frac{3}{4}$ Alt. 413 ft. Paths :

(1) Going E. to join road to Chasiá (see Route 5,
note), just N. of the suburb of **Sepólia**.

(2) Going S. over the hills to Piræus, 5 miles.

Road begins to descend.

5 $\frac{1}{2}$ **Daphní**, convent and church, alt. 335 ft.

Road turns W., and enters pass. Alt. on r. 1,089
ft., on l. 754 ft.

6 $\frac{1}{4}$ Alt. 262 ft. Narrowest point of pass. Easy
descent to the sea.

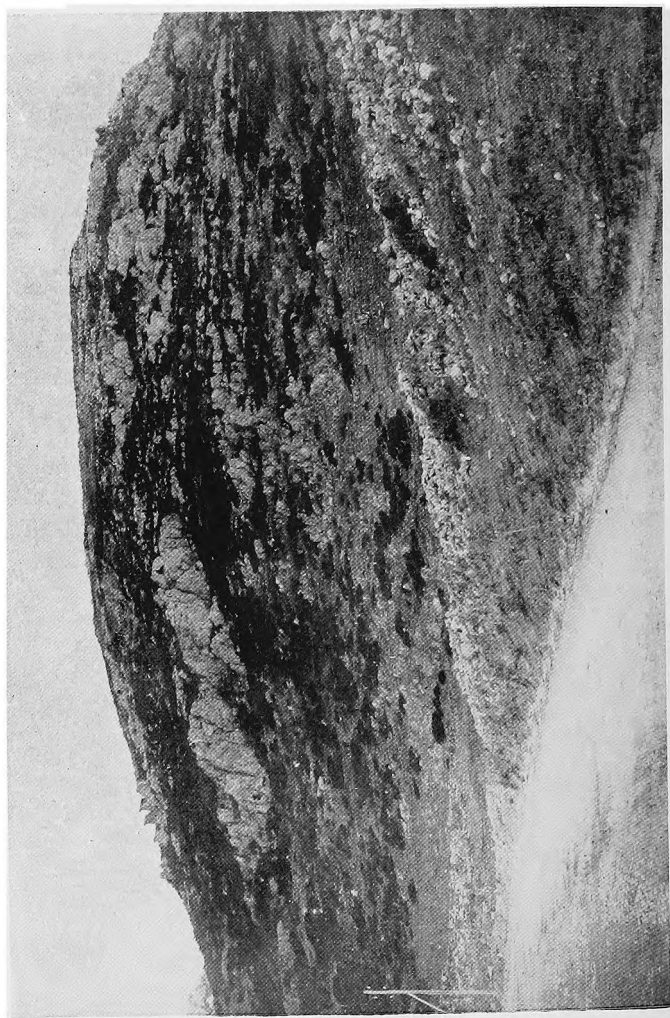
7 $\frac{1}{2}$ Alt. 65 ft. End of pass. Hills continue on r., but
cease on l.

7 $\frac{3}{4}$ **Cháni**. Immediately on the l. of the road is the
site for the new naval dockyard, the plans for which
were completed in 1914. It will occupy an area about
1,500 yds. W. to E. by 3,000 N. to S. Outside this area
will be naval magazines, fuel stores, rifle-ranges, &c.
Branch lines will connect it with the Peloponnesian
Railway, and a direct line has been planned to go S. of
Mt. Skaramangá past the Salamis ferry (see below)
to Piræus (see *Railways*, Route XII, mile 17 $\frac{1}{2}$).

Branch track SSW. along the coast past the site
of the new dockyard to old convent of Skaramangá,
1 $\frac{3}{4}$ mile, skirting the foot of the hills. It continues S.
to a powder-magazine, 2 $\frac{1}{4}$ miles, on the shore and at
the foot of a hill. A few hundred yards from the
convent a path goes over the rough wooded slopes,
and follows the coast to **Pérama**, 4 $\frac{3}{4}$ miles (1 $\frac{1}{2}$ hr. from
the convent); where is the ferry to Salamis, and thence
to Piræus (see Route 2).

miles

- 8 $\frac{3}{4}$ Road reaches shore of the bay of Eleusis. The hills descend close to the shore, forming a promontory round which the road runs at the level of the sea. At this point is a *cháni*.
Road turns in general N. direction, and runs across pasture land where the hills recede from the sea. Rifle-range in connexion with proposed new dock-yard on the r.
- 9 $\frac{3}{4}$ Hills again approach the sea, alt. 108 ft. Mill.
- 10 Proposed coal and oil-fuel store in connexion with the new dockyard, on the l. between road and shore.
Road leaves shore, and goes through vineyards and olive groves. The plain of Eleusis is fertile and has numerous artesian wells.
- 10 $\frac{3}{4}$ Branch track N., crossing railway near the station to **Kalývia Chasiás** (Asprópyrgo), 1 $\frac{1}{2}$ mile, pop. 2,340, P. T. O. This track is passable for light wheeled traffic. Thence a track for pack-animals in 2 hrs. to **Chasiá**, at N. end of Skaramangá hills (see Route 5, note), 7 $\frac{1}{2}$ miles.
Road inclines WNW. ; olive groves to the r.
- 11 $\frac{1}{2}$ Proposed new aerodrome on the l., between road and shore.
- 12 Railway on r. approaches close to road. Road goes WSW.
- 13 $\frac{1}{2}$ **Eleusis** (Lepsína), pop. 2,370, P. T. O. Cement and soap-factories.
Country more open. Road inclines to NW. From Eleusis to Mándra it is unfit for heavy traffic.
- 14 $\frac{1}{2}$ Road to Mégara, Corinth, and the Peloponnese (Route 52) branches off W., parallel with the railway.
- 17 **Mándra** to l., pop. 3,670, P. T. O.
Road begins to ascend gradually, continuing NW. From Mándra to about mile 24 it is narrow, but could easily be widened.
- 20 *Cháni* of **Villiári**.



GYPHTÓKASTRO, WITH ATHENS-THÉLBES ROAD (SEE ROUTE 7, MILE 30½)

miles

23 Cháni of **Koúndoura**. Road gets steeper, with many windings.

28 **Mázi** (inhabited only in the summer). Road becomes good again.

30½ Cháni of **Káza**, alt. 1,370 ft. On the r. of road are the ruins of the ancient fort of Eleutherae (now called Gyphtókastro), which guarded the southern exit of the pass over Cithaeron.

Branch road W. to **Vília**, 3 miles, pop. 2,670, P. T. O.

From Vília there is a rough path westwards through pine woods down to the coast of the Corinthian gulf at **Germanó** (near the ruins of ancient Aegosthena), in 3½ hrs. ; whence there are paths over and round Mt. Cithaeron into the plain of Thebes (see Route 5, note).

Road still ascends steeply. Fir woods on either side reach the summit of the mountain.

33½ Pass of **Gyphtókastro** (Dryoscephalae), alt. 2,130 ft. Snow may lie here for short periods between January and March. Road begins to descend.

35 Another alternative road, to the W., branches here, going via **Kriekóuki**, pop. 3,120, P. T. O., in the Theban plain, and rejoining main road 2½ miles farther on. This loop is 5 miles long.

Main road continues N.

36 Alt. 1,325 ft.

37½ Alternative route from Kriekóuki comes in.

From Kriekóuki there is a cart-track W. to **Kókla**, 3½ miles, pop. 850, near the site of the ancient Plataea ; thence, passing **Kaparéli** on the r., 6 miles, pop. 1,250, P. T. O., down a rocky and generally dry river-bed to the Corinthian gulf at **Livadóstro**, 11½ miles (3 hrs. from Kókla). There is no port here, and anchorage is unsafe owing to the storms in this part of the gulf.

miles

40 Alt. 620 ft. Road crosses **Vouriéni** (ancient Asopus) river by a bridge.

44½ Road ascends to the hill on which stands the town of Thebes.

45 **Thebes** (Thévai). Alt. of town about 800 ft., and of the flat plain in the N. about 500 ft. Pop. 6,400, P. T. O., gendarmerie, seat of a bishop. The market town for all the surrounding plain. Good water-supply; and the meeting-point of the roads and tracks of eastern Boeotia. It is situated on a hill, with slopes steep to E. and W., more gradual to the N., on which are the suburbs of Hágioi Theódoroi and Pyrri. E. and W. of Thebes is a long line of hills, low and cultivated, broken only on the E. by the rocky height called Sorós (2,014 ft.), separating the Vouriéni basin from the plain to the N., through which flow the streams of Thebes into Lake Likéri.

An easy track goes E. over the hills to **Chlembotsári**, 11 miles, pop. 800, P. T. O.; whence there is a road NE. to **Schematári** station, 17½ miles, on the Lárissa railway, the junction for the branch line to Chalcis (see Route 10, alternative track A).

Road leaves Thebes NW. by the suburb of **Pyrri**, enters the plain, and continues W.

47½ Road crosses **Kanavári** (ancient Thespius) river, flowing from WSW., and then NNE. into Lake Likéri.

Branch road from Dombréna (Route 9) enters from WSW.

Hills continue to l. of road.

52 Cháni. Branch carriage-road goes S. up the hills to **Vágia**, 3 miles, pop. 1,600, whence a cart-track goes to Eremókastro, 5 miles (see Route 9).

53 Mt. **Phagás** (Sphinx Mt.) 1½ mile to r. of road, alt. 1,860 ft. A muddy lake generally lies on the low

miles

ground at its foot. Railway goes NW. to foot of the mountain

Branch road, in bad condition, but fit for light wheeled traffic even during the winter, goes N., crossing the railway, passes between Mt. Phagás and the Kopais plain, and turns NE. over a small and stony plain up to **Kardítsa**, 5 miles (see Route 18).

55 Road goes over low but narrow and rocky pass of **Onchestus**, and enters the **Kopais** plain. This was once a lake that dried up only towards the end of summer, but has now been drained. (See p. 19, and Route 10, alternative track B.) Tracks cross it to the N. and NW., the canals being spanned by bridges. It is very fertile. The road and railway go along its S. border. (See Plate III (b).)

58 Road crosses river **Lóphis** by a bridge.

Village of **Moulki** 1 mile N. of road, pop. 550.

Immediately S. of road are the head-quarters of the Lake Copais Company, which drained the lake and now cultivates the plain. Village of **Mázi** 1 mile S. of road.

Path SE. up the valley of the **Lóphis** to **Mavromáti**, $4\frac{1}{2}$ miles, pop. 1,540, whence there is an easy track to Eremócastro, $6\frac{1}{2}$ miles (see Route 9).

Road goes along foot of the northern slopes of Mt. **Helicon** (Zagorá), alt. 5,010 ft.

59 Ruins of ancient Haliartus on low hill to the r. of the road.

63 **Vrastamítes** to the S., one of several villages on both sides of the road.

64 $\frac{1}{2}$ **Soulinári** to S., and **Mamóúra** to N., of road, which is now going WNW.

66 $\frac{1}{2}$ Road crosses **Phálaros** river by a bridge.

68 $\frac{1}{2}$ **Hágios Geórgios**, pop. 1,000, P. O., 2 miles to the S., on the hill-slopes.

miles

70½

Mt. **Granítsa**, alt. 2,940 ft., to S. of road.

Road turns W. and ascends gradually, leaving the railway on the r.

71½

Kalývia Granítsas.

73

Livadiá (Levádeia), alt. 540 ft., pop. 7,780, gendarmerie, seat of a bishop. A lively market, and the centre of the considerable wool industry of the Kopaïs, with numbers of spinning-factories and fulling-mills, driven by the river **Hérkyna**, which comes from a deep and narrow gorge immediately S. of the town and flows through its centre. Livadiá is situated on the slopes of the hills; the station is 3 miles distant NNE. in the plain.

Road leaves Livadiá NNE. down r. bank of **Hérkyna** river. Country well cultivated.

Branch road W. to Dístomo and Itéa (Route 21).

75

Bridge over **Hérkyna** river.

Main road turns NE., crossing a rocky hill, and continues with the river **Cephissus** (Mavroneró) about a mile to the r. (flowing ESE. into the Kopaïs), and the railway between the two.

Branch road NE. to **Livadiá** railway station, 1 mile, and **Skripoù**, 6 miles, alt. 330 ft., pop. 2,550, P. T. O., on western edge of the Kopaïs and at the foot of a steep ridge, **Dourdouvána**, running W. and E. to north of the main road. The **Mavropótamos** (ancient Melas) river rises in a copious spring from the rocks NW. of Skripoù and flows E. across the plain.

77

Brachámaga on r. of road, just where it reaches the plain again.

79

Kápraina (ancient Chaeroneia), pop. 390.

Hágios Vlásios and Dávlia to l. of road, in the valley up which goes cart-track to join Livadiá-Itéa road (see Route 21).

81½

Bridge over **Plataniás**. Road crosses railway and runs along to the r. of it.

miles

83

Alt. 460 ft. Pass of **Parapotámia**, nearly 2 miles long, separating the upper plain of the Cephissus from the Kopaïs. The hills on either side are low. Through the pass the river flows from the NW.; road and railway both proceed through it now almost due N. Immediately after the pass they enter the fertile upper basin of the Cephissus (ancient Phocis), which ascends gradually towards WNW., about 25 miles long, with a width varying from 3 to 6 miles, except where it is cut in two by the hills forming the pass of Dadí. Parnassus and the western heights of Helicon separate it from the Corinthian gulf, and high mountains on the N. (Saromáta) cut it off from the channel of Euboea. It is the natural highway between N. and S. Greece.

Road crosses the boundary between the provinces of Attica-Boeotia and Phthiotis-Phocis.

86

Krevassará to the W. of the road. From here there are two routes, one more direct, S. of the Cephissus, but in bad repair; and a longer route N. of the river which is now the main road. The former branches off W., through Krevassará, as follows:

miles

2½

Hill of **Hágia Marína** on l. Village, pop. 550, 2 miles SW.

7½

Velítsa, pop. 1,500. Road inclines NW., keeping close to foot-hills of Parnassus.

11½

Road rejoins main road coming from ENE. Main road goes NE.

86½

Bridge over Cephissus.

87½

Mirálí, pop. 220, to r. of road.

88

Bridge over stream flowing S. to the Cephissus.

89½

Rocky hill, alt. 2,280 ft., to r. of road. Alternative road by Atalánte and Thermopylae (Route 8) continues NE.

Road turns WNW.

miles

- 94 **Drachmáni** (ancient Elatea), pop. 1,320, P. T. O.
The ancient Elatea was an important strategic point, as it guarded the two passes from the coast near Thermopylae (see Route 8, mile 141½). Road goes W.
- 98 Another bridge over Cephissus. Track S. to Velítsa (see above, under mile 86), 3½ miles.
- 100½ Railway is crossed. Road is going WSW.
- 102½ Branch road, described under mile 86, joins from SE.
Road goes W. A spur of Mt. Parnassus juts out to the E. here and meets a spur of Mt. Saromáta on the NE., leaving room for the river only, to go through a gorge. Road and railway go over the former spur; and descend into the valley again. (Almost all the maps are wrong here, following the French map of 1852, which gives a pass at Dadí some 2½ miles wide.)
- 105 Alt. 1,300 ft. **Dadí**, pop. 4,000, P. T. O., on the hills to the S.; the chief place in the upper Cephissus basin. A carriage-road connects it with the railway station 1½ mile NNE.
Road goes NW.
- 107 Alt. 820 ft. **Kalývia Dadiouí** on banks of the Cephissus.

Branch track SW. to **Káto Souvála**, 2½ miles, pop. (with Áno Souvála on the hill-slopes to SE.) 1,300, P.T.O.; thence up a narrowing valley S. to **Agórianni**, 6½ miles, pop. 1,130.

Road crosses river by a bridge, and enters the uppermost plain of the Cephissus, surrounded by high mountains. Parnassus to the S. SW. is Mt. Kíóna, the highest mountain in Old Greece (see Route 43); NW. is Mt. Oeta, and N. is Saromáta (alt. 4,508 ft.). Due W. are high hills, connecting Oeta and Kíóna, but covered with soil and giving good grazing. The road from Sálona to Lamía (Route 20) comes up

miles

between Kióna and Parnassus. Most of the villages lie on the mountain-slopes on either side of the plain, which is well cultivated.

Road continues NW.

111 Road approaches slopes of hills at the N. end of the plain, and continues along them.

116 **Brálo**, pop. 680. Itéa road (Route 20) joins from the S. The village is about 2 miles from the railway station.

Road continues to ascend gradually.

117½ Alt. 1,935 ft.; the pass of **Pournaráki**, forming the watershed between the systems of the Cephissus and the Spercheios.

Here the character of the country changes. Though the hill-sides are covered with soil, they are cut into by precipitous gorges, and the road winds in and out of these. It was the difficulties of this route that led to the use, exclusively in ancient times, and largely in modern times, of the alternative route from Lamía by Thermopylae to Drachmáni or Atalánte (Route 8).

The gorges gradually join to make the valley of the Asopus (a tributary of the Spercheios), which gets wilder and narrower as it approaches the plain. It was by this valley that the Persians turned the flank of the Spartans at Thermopylae.

The railway is left to take the W. side of these gorges, the road going along the E. side. The latter soon turns N., then NE., leaving the valley.

120 Road crosses a ridge, alt. 2,165 ft., and reaches the N. slopes of Mt. Oeta, from which are seen the **Spercheios** valley, the Maliac gulf (gulf of Zeitun or Stylís), and the western promontory of Euboea.

Road descends with many windings; main direction N. Fir woods on the heights above.

126 Branch road NE., connecting with Atalánte road at Alamánna bridge (Route 8, mile 146).

miles	
128	Cháni of Moustaphá Bey at the entrance to the plain.
129	Road crosses Asopus by a stone bridge. Road now goes N. straight across the plain, through fields and past several villages
133	Road crosses the Spercheios (Helláda) river by an iron bridge.
136½	Lamia , built up the slopes of a hill. Alt. 350 ft., pop. 9,700, P. T. O. ; seat of Nomarch of Phthiotis-Phocis, of Demarch, and of a bishop ; head-quarters of gendarmerie ; military hospital. Important trade in tobacco, cereals, olives, oil, &c. Manufacture of carpets, soaps, and spirits. A road goes E. to Stylís , 11½ miles, the port of Lamía, on gulf of Zeitun (see Route 24 A, mile 11½).

ROUTE 8

ATHENS—THEBES—LIVADIÁ—LAMÍA

Via ATALÁNTE AND THERMOPYLAE, 154 miles

As far as mile 89½, beyond the Parapotámia pass, this is the same road as Route 7 ; but from there it is important as giving an alternative way between N. and S. Greece, and between the coast and the interior. The pass of Kalapódi (mile 94) is easy. From Atalánte the road keeps practically level, running along the sea-coast at no great distance from the shore. The road is metalled and in fair condition. There is communication by motor omnibus between Atalánte and Livadiá. Beyond Arkítsa (mile 110) the shore is generally low and sandy, and landings can be effected in fine weather.

There are also two alternative routes (good mule-tracks) from the coast to the interior, across the mountains that border this road on the S., between Thermopylae and Atalánte. One starts from Kainourío (mile 129), the other from the E. end of Thermopylae (mile 141½), and both meet at Drachmáni in the

upper Cephissus basin (Route 7, mile 94); they were preferred in ancient and mediaeval times to Routes 7 and 8; but since the building of these two high roads they have been little used.

miles

- 0 **Athens**, Place de la Constitution. Same as Route 7 as far as mile 89½
- 89½ Road via Brálo turns off WNW., and this road to Atalánte continues NE., and ascends the hills.
- 94 **Kalapódi**, alt. 1,138 ft., pop. 600. Road goes E., descending again.
- 96 Branch path S. to the Kopaïs. It crosses some low, cultivated hills and enters a valley about 1½ mile long from N. to S., with a flat surface some 300 yds. wide and very regular (with steep hills on either side), like a great broad street, all good grass-land. This pass was used in ancient times, and was guarded on the S. by the two fortresses of Hyampolis and Abae, of which there are some remains. Thence there are paths, SW. down the valley of a tributary of the Cephissus, or SE. along another short valley (village of **Éxarcho**, pop. 480, to the NE.), and then over rough and rocky, but nowhere high, ground to **Skripoú** (see Route 7, mile 75), in about 4½ hrs. from the main road. The N. border of the Kopaïs is the boundary between the provinces of Phthiotis-Phocis and Attica-Boeotia.
- 102 Road enters a narrow valley, then goes over cultivated and grassy hills above a stream flowing E., and bends round to ESE. as it descends.
- 102 Road enters **Atalánte**, pop. 3,200, P. T. O., by the suburb of Néa Péle. The town is situated at the foot of three hills, on the edge of the flat and fertile plain that stretches to the sea.

Branch road ENE. to **Skála Atalántes**, 4½ miles, a small port where coasting steamers call. There is

miles

anchorage in from 6 to 10 fathoms with good holding-ground W. of the island of Atalánte, which lies off the Skála.

Road leaves NE.

103 Road crosses a stream.

105 **Skendéragea**, pop. 350, $1\frac{1}{2}$ mile NW. Road approaches foot of hills to W.

107 $\frac{1}{2}$ **Livanátes** on a hill above the coast, pop. 1,500, P. T. O.

Road turns N. between the **Xéro Voúni** on l. and the sea on the r. For the rest of the way it follows the coast, going along the narrow strip of flat land between the hills and the sea.

110 Road bends round to W. **Arkítsa** to N. of road, pop. 350.

117 $\frac{1}{2}$ **Longós** 1 mile N. of road.

Road crosses the dry bed of the **Xeriás** stream by ford.

Hills come down close to the sea, barely leaving room for the road, which turns NW.

120 $\frac{1}{2}$ **Hágios Konstantínos**, pop. 520. Mt. **Spartiá**, alt. 3,050 ft., S. of road.

123 $\frac{1}{2}$ Cape **Knemís**; road turns SW. **Touváli** hill, alt. 2,031 ft., S. of road. The hills to the S. are all steep and rocky.

124 $\frac{1}{2}$ Road goes W. again.

127 $\frac{1}{2}$ Road continues W., away from the coast, which goes N.W., leaving a belt of flat and marshy land.

129 **Kainourío**, pop. 450, $1\frac{1}{4}$ mile, and **Thrónion**, a small hamlet, 3 miles, N. of the road; the latter on the coast.

Track goes S. up the valley of a mountain stream to **Rengini**, 2 hrs., pop. 550; thence E. up the same valley, and then S. over a ridge to **Drachmáni**, 5 hrs. (see above, introduction).



CONFLUENCE OF SPERCHEIOS AND ASOPUS, LOOKING TOWARDS
THERMOPYLAE (SEE ROUTE 8, MILES 141½-146)

miles

- 131 Track NNW. to **Ánderas**, $2\frac{1}{2}$ miles, pop. 470. Lighthouse.
- 135 $\frac{1}{2}$ **Mólos**, pop. 1,500, P. T. O.
- 138 $\frac{1}{2}$ **Katmáta**, pop. 200, to S. of road, on the foot-hills of the N. spurs of Saromáta (main summit to the S., overlooking upper Cephissus basin)
- 141 $\frac{1}{2}$ Pass of **Thermopylae** begins. Village of **Drakospeliá** to S.

The alternative route across the mountains to the interior is as follows :

It leaves the main road at the E. end of the pass of Thermopylae by a mill, turns SE., and climbs the hill-side, passing the village of Katmáta (see above) to the l. The ascent is very steep. The hills are wooded. After climbing for $2\frac{1}{2}$ hrs. the path reaches a small plain, with a tumulus, called the Polyándrion, and 1 hr. farther is **Mendenítsa** (or Vodonítsa), pop. 850, the seat in the Middle Ages of the Frankish marquise of Boudonitsa, with the ruins of a castle. The summit of Saromáta, alt. 4,508 ft., is WSW. From here the path ascends again, still SE., crosses a ridge and then several streams, and turns S. through the **Dervéni** pass (alt. 1,970 ft.), 3 hrs. from Mendenítsa; height to E. 3,041 ft. Thence the path descends down the slopes of Mt. **Lykorévmata** (Cnemis) to the valley of the Cephissus, 2 miles W. of Drachmáni (3 hrs. from the pass, $9\frac{1}{2}$ from Thermopylae : see Route 7, mile 94).

Mouth of river **Spercheios** (Helláda) to the N. All the ground around it is marshy.

146

Road turns NNW., leaving the mountain-slopes. Branch road SW. to join Route 7 at mile 126. Main road crosses the Spercheios by **Alamána** bridge.

miles

Below Alamánna bridge is a wooden bridge, and below that again two fords over the Spercheios, which are passable in summer. A track goes from the W. end of Thermopylae pass across the plain by this bridge, past the large village of **Imírbey**, pop. 1,140, P. T. O., to Lamía. But it is only usable in the summer, as in the winter and spring all the ground at the mouth of the river is an impassable marsh.

154

Road goes across the plain to Lamía.
Lamía (see Route 7; mile 136½).

ROUTE 9

SKÁLA DOMBRÉNAS—THEBES, 25 miles

A metalled road in very fair condition. Except for the first ascent the road is nearly level all the way. It goes through well-cultivated country, chiefly cornfields. It is important as affording an easy way into the interior from the Corinthian gulf; the bay of Dombréna is a large land-locked basin affording safe anchorage.

miles

0

Skála Dombrénas, with a few houses. There is only a small strip of flat land forming the quay; rocky hills come down to the water's edge on either side. Road goes steeply up the slopes N., crosses a ridge, and descends slightly to the plain of Dombréna (often marshy), across which it goes N., then bends round NE.

4

Dombréna village, pop., with **Kakósi** ½ mile NW., 3,000, P. T. O., C. H.; at N. end of the plain.

Branch roads :

(1) Mule-path W. through **Kakósi** to **Chóstia**,

miles

5½ miles, pop. 1,000, with a port 2½ miles SSW. on the safe bay of **Hággioi Saránta** W. of the bay of Dombréna. Highest summit of **Helicon** (Palió Vounó, alt. 5,738 ft.) to NW.

(2) Carriage-road SSE. to the salt-pans at **Alykés**, 9 miles, on the coast.

Road goes E., ascending slightly ; with the slopes of **Helicon** (**Zagorá**) on the l., and open, rolling, cultivated hills on the r. Cart-tracks cross these latter to the villages in the **Vouriéni** basin (see Route 7, mile 40).

8 Track to **Xeronomé**, 1 mile, pop. 690, branches to r. Road goes ENE.

14½ Twin villages of **Eremókastro** and **Kaskavéli**, pop. 1,800, P. T. O. ; on a hill to l. of road, near site of ancient **Thespieae**.

Branch tracks :

(1) NNW. to **Mavrommáti**, 2½ miles, **Mázi**, 5½ miles, and the **Kopaïs** plain (see Route 7, mile 58).

(2) NW. to **Palió Panagiá**, 2 miles, pop. 1,160, **Zagorá** village, 9 miles, pop. 330, immediately below Mt. **Zagorá**, through the valley of the **Muses**, to **Koutoumoulá**, 13 miles, pop. 550, and **Hágios Geórgios**, 16½ miles (see Route 7, mile 68½).

(3) NE. to **Vágia**, 2 miles, and road to the plain W. of **Thebes** (see Route 7, mile 52).

(4) SE. to the **Vouriéni** plain.

Road goes E., descending very gradually, down the valley of the **Kanavári** (ancient **Thespius**) river, along its l. bank. Low, cultivated hills on both sides of the valley. At the end of the valley it bends NE.

22½ Joins main road from Athens, Route 7, at mile 47½.
25 **Thebes** (see Route 7, mile 45).

ROUTE 10

CHALCIS—THEBES, 18½ miles

A good metalled road, with steep gradients and many curves on the E. side of the Anephorítes pass, but on the W., after one short steep section, descending gradually to the plain of Thebes. There are two alternative tracks, described below, offering no special difficulties, but they are only bridle-paths or unmetalled cart-tracks.

miles

0

Chalcis (see Route 11, mile 0).

Road leaves the town by the swing-bridge across the Euripus, 130 ft. long, the boundary between the provinces of Euboea and Attica-Boeotia, and proceeds W., with the railway station on the l. and the old Fort Karababá on r. Then it turns SW. across a stony plain, leaving the railway, which goes S., skirting the shore.

1½

Road begins to ascend the mountain-slopes, which are sparsely wooded with pines.

5½

Summit of pass of **Anephorítes** (Kástro Krisiótou) between **Mávro Vounó**, alt. 1,922 ft., to the S. and **Ktypá**, alt. 3,362 ft., to the N.

Road begins to descend, steeply at first, then gradually with a constant view of the whole Theban plain to the SW. Rocky heights continue on the N.

7

Bridge over a stream flowing SE. **Retsóna**, a winter shepherds' camp, 1½ mile SE.

9½

Road reaches level of the plain. Hill of **Kastrí** immediately to r. of road. Ruins of ancient fortress.

12

Spáides, pop. 350, 1 mile to S. of road. Farther S. is Mt. **Sorós**, a bare rocky hill, alt. 2,014 ft.

13½

Mésó Vounó, a low rocky hill, to N. Farther N., 2½ miles, village of **Sýrtzi**, pop. 300.

14

Road crosses railway. Road becomes bad.

miles

- Cart-track E. to Spáides, $2\frac{1}{4}$ miles, **Vrátsi**, $8\frac{1}{4}$ miles, and **Schematári**, 11 miles (see below).
- 18 **Hágioi Theódoroi**, suburb of Thebes.
- Road crosses **Hágios Ioánnes** stream, flowing N., by a bridge, and climbs hill to Thebes.
- $18\frac{1}{2}$ **Thebes** (see Route 7, mile 45).

ALTERNATIVE TRACKS

A. *Via VATHÝ*, 28 miles

This track follows the line of the railway from Chalcis to Schematári. This was probably the route followed by an ancient road to Thebes.

miles	hours	
0	0	Chalcis . Route leaves the town by the Thebes carriage-road.
1	$\frac{1}{4}$	Track turns S. from the Thebes road, then bends E., then S., following the coast. Rocky hills come down close to the shore.
7	$2\frac{1}{4}$	Port Vathý (ancient Aulis), pop. 750. Track goes SE. over easier ground between fields.
$8\frac{1}{4}$	$2\frac{3}{4}$	Geralí , pop. 200, on the coast. Track turns SSW. and goes at first over low rocky hills, that shut out the view of the channel of Euboea from the interior, then through level ground.
$12\frac{3}{4}$	$4\frac{1}{4}$	Schematári village, pop. 970. Carriage-road SW. to railway station, $\frac{1}{2}$ mile, Vrátsi 3 miles, pop. 420, and Chlembotsári , 6 miles, whence there is a cart-track over the hills to Thebes (see Route 7, mile 45).
		Track goes W.
$18\frac{3}{4}$	$6\frac{1}{4}$	Dritsa , pop. 430.
$21\frac{1}{2}$	7	Spáides (see above).
$23\frac{1}{2}$	$7\frac{3}{4}$	Track joins main road.
28	9	Thebes .

B. *Via* LAKE PARALÍMNI, 21 miles

This is an easy bridle-path till it reaches the plain ; from there it is a cart-track. The waters of Lake Kopais (see Route 7, mile 55) are now taken through Lakes Likéri and Paralímni to the sea just E. of the latter. The path keeps close to the shore of Atalánte channel for the first part, but here there is a narrow strip of flat land at the foot of the hills, unlike the route taken by the first track to Vathý.

miles	hours	
0	0	Chalcis. Route leaves the town as before.
$\frac{3}{4}$	$\frac{1}{4}$	Path turns NW. away from main road, and crosses the stony peninsula of Chália . Village of Chália, pop. 1,000, 1 mile N. of track. Olive woods, and some cultivated fields.
4	$1\frac{1}{2}$	Path reaches sea-coast again, and continues along it, direction NW.
8	3	Path turns W. inland, where the waters of the Kopais reach the sea. It ascends gently. Rocky hills on the l. and to the N. Village of Loukísia , pop. 300, on hill-slopes to l. Another track continues along the coast to Lárymna (see Route 17, mile 19).
$9\frac{1}{2}$	$3\frac{1}{2}$	Path reaches Lake Paralímni , and continues a little above its southern shore. The path is easy, but the hill-slopes are rocky. Path is now going SW.
12	$4\frac{1}{2}$	Path turns S. and leaves the lake, going over the shoulder of a hill.
$13\frac{1}{2}$	5	Moríki , pop. 150, a poor village at the N. end of the plain of Thebes. Low hills separate it from Lake Likéri to the W., which receives through a narrow passage the waters of the streams flowing N. through the plain (the Hágios Ioánnes from Thebes, see above, and the Kanavári, see Route 9). From Moríki path becomes a cart-track, and goes almost due S. to the main road as it enters
21	$7\frac{1}{2}$	Thebes.

ROUTE 11

CHALCIS—KÁRYSTOS, 68 miles

· Carriage-road, metalled as far as mile 31 ; thence an easy cart-track, but its condition is poor. It is the only route for wheeled vehicles from Chalcis to the S. of the island. As far as mile 31 it is the same as the road to Kouími (Route 12 A).

miles

0

Chalcis (Chalkída, Négripo), pop. 10,958, P. T. O., C. H. ; seat of Nomarch of Euboea and the Northern Sporades Islands (see Vol. II), of Demarch, and of a bishop ; head-quarters of gendarmerie ; military hospital. Consulates of Turkey and Austria-Hungary. Connected with mainland by swing-bridge (see Route 10).

No artificial harbour, but SW. of the town there is a natural circular basin formed between the island and the mainland. The Euripus channel, to the N. of this, is spanned by the bridge above mentioned, leaving a clear channel 129 ft. wide and 21 ft. deep. The current through the Euripus strait varies considerably, reaching at times as much as 8 knots, the direction changing according to the tides. A quay extends along the shore N. of the bridge ; and there is another landing-place S. of the bridge.

The town has two natural defences, the acropolis, crowned by Venetian fortifications, in the SW. quarter of the town, and the hill Karababá on the mainland N. of the Thebes road (see Route 10). The fort on its summit is now used only as a military store.

Road leaves SE. Hill of **Vathrovoúni** on l.

Track S. to **Mýtika**, 2 miles, pop. 1,350, on the coast.

1

Cemetery and chapel on l. of road.

2

Chapel of **Hágios Stéphanos**.

miles

- Road enters Lelantine plain, now known as **Ambélia**, famous for its vineyards.
- 3 **Hágios Nikólaos** to r. of road, pop. 930.
Branch road SW. to **Bourtsi**, 2 miles, on coast at S. entrance to the Euripus.
- 4 **Vasilikó**, pop. 1,100, $1\frac{1}{4}$ hr. from Chalcis; with magnesite mines.
- 8 Branch road E., trending to NE., to **Koúmi** (see Route 12 B).
- 12 **Erétria** (**Néa Psará**), pop. 860, P. T. O., 4 hrs. on horseback, 2 hrs. 15 min. by carriage, from Chalcis. Modern town, but unhealthy on account of the adjacent marshes.
Road proceeds E. along the coast.
- 16 A stream is crossed.
- 17 Track NE. to **Váthia**, 2 miles, pop. 1,300, P. T. O.
Road continues skirting the coast.
- 19 Defile of **Kaké Skála** begins at the foot of the **Kotylaion** ridge. Road winds a great deal; steep slope to the coast.
- 25 End of defile.
- 28 Track N. to **Alivéri** on slope of hills, $\frac{3}{4}$ mile, pop. 1,500, P. T. O.; 5 hrs. 15 min. from Erétria.
Road goes SE.
- 29 **Skála Aliveriouti**, pop. 500. Road turns E.
- 31 **Koúmi** road inclines NE. (see Route 12 A).
Road continues E.
- 31½ **Velousia**, pop. 300. Road gradually inclines SE.
- 33 **Koutoumoulá**. Road turns S. with a marshy valley, often submerged, on l. and high ground on r.
- 35 **Kalétsi** on the heights to r. of road.
- 36 Road crosses between two large marshes.
- 38 **Výra** on r. of road, pop. 480. Road strikes SE. across the hills, ascending to **Armyropótamo**.
- 42 **Armyropótamo**, pop. 350.

miles

Branch track N. to Koúmi road via **Zárka**, $12\frac{1}{2}$ miles, pop. 450, joining Route 12 A at mile 37.

43 **Mesochória** on l. of road, pop. 400.

Road passes through a number of small defiles.

46 **Potamoúnia**, pop. 200.

49 **Kouvélais** on r. of road, pop. 300.

50 **Reoùzi**, pop. 200. Road crosses a small plain.

51 **Stoúra** (7 hrs. 30 mins. from Alivéri), pop. 980, P. T. O., at the foot of Mts. **Kllosi** (alt. 2,903 ft.) and **Hágios Nikólaos** (alt. 2,247 ft.). Harbour on coast 1 hr. to the W.

Road turns SW. in order to get round some hills.

52 Road goes up the valley of a stream, gradually bending SE. **Kápsala** to l. of road, pop. 280. Country very hilly and almost uninhabited about here.

59 Hamlet of **Aléxi** on l. of road.

62½ **Katsaróni** on l. of road, pop. 300.

Road passes over easier country to **Kárystos**.

68 **Kárystos**, pop. 2,200, P. T. O., C. H., gendarmerie; at the foot of Mt. **Ócha** (5 hrs. from Stoúra). The district produces lemons, wine, and many vegetables. A mole encloses a good inner harbour for vessels of 10 to 12 ft. draught.

On the W. is another port, **Marmáριο**, pop. 800, P. T. O., C. H. Opposite are the Petalí Islands (P. T. O., C. H.), with olive groves and vineyards, and small cornfields; they belonged to the late King George.

ROUTE 12

CHALCIS—KOÚMI

A. *Via* ALIVÉRI, 54 miles

Carriage-road throughout, but its condition is poor. It follows Route 11 as far as mile 31, 3 miles beyond Alivéri. It is the longest of the routes to Koúmi, but has only a few steep gradients, as it crosses the central ridge by the low saddle between Mt. Delph on the N. and Mt. Ócha on the S.

miles

- | | |
|-----|--|
| 0 | Chalcis. Road follows Route 11, miles 0–31. |
| 31 | Kárystos road goes E.
Road turns NE. |
| 33 | Lépoura , pop. 200. Road goes nearly due N. down the valley of a stream.
Branch track E. over the hills to Petriés , 3½ miles, pop. 400, and to the bay of Petriés, 4½ miles, with a safe anchorage for small vessels. |
| 36 | Nikoléta on l. of road, pop. 120. |
| 37 | Branch track from Armyropótamo joins from the S. (see Route 11, mile 42).
Branch track to Lála on l. of road, pop. 220. |
| 38½ | Varybópi on l. of road, pop. 180. |
| 40 | Vouzi , pop. 200. |
| 41½ | Road crosses river of Avlonári. Chapel of Hágios Demétrios . Avlonári ½ mile on r., pop. 1,250, P. T. O. |

Path N. to Klematári, thence by the coast to port of Koúmi, a more direct route :

miles

- | | |
|----|--|
| 1½ | Village of Ochtoniá , pop. 1,400, 2 miles to NE., on the slopes of Mt. Ochtoniá (alt. 2,563 ft. ; Frankish tower and chapel on the summit), with the cape of the same name still farther to NE. |
|----|--|

miles	miles	
	3	Ório , pop. 420.
	6	Klematári on l., pop. 130, and immediately N. of it Oxýlitho , pop. 1,420.
	8	Potamiá , pop. 600. Path approaches the coast, still going N.
	11	Port of Koúmi .

Road turns NW., through the valley of the **Oxýlitho** river; many Frankish towers on either side.

43½ Road crosses stream. **Orológi**, pop. 340.

44½ **Pyrnáki**, pop. 150.

45½ Road crosses Oxýlitho river.

46 **Monódri**, pop. 450.

47 **Dyrrévmata**, pop. 420. Route B comes in from the W.

Road turns N.

48 **Konístrais**, pop. 600, P. T. O.

Mávro Voúni is about 3 miles W. (alt. 3,681 ft.), **Skotini Vounó** 4 miles WNW. (alt. 4,478 ft.).

49 **Kádi** 1 mile to the l., pop. 450. **Kouroúni** to the r., pop. 500.

50 **Kakolýri**, pop. 460.

52 **Kalemeriánoi**, pop. 1,100, P. T. O. **Pýrgos** 1 mile to l. of road, pop. 770. **Enoriá** to r., pop. 700.

54 **Koúmi** (Kýme), pop. 4,000, P. T. O., C. H., seat of a bishop, gendarmerie.

Road continues E. to the harbour of Koúmi, 1½ mile, the only safe port on the E. coast of Euboea. Trade in wine, oil, and lignite (found 1 hr. NW. of Koúmi).

The harbour is formed by two breakwaters, 400 yds. and 900 yds. long, leaving a narrow but deep entrance. Only small vessels can anchor within it. Large vessels can anchor in the bay ½ mile E. of the harbour.

B. *Via THARROÚNIA*, 45 miles

A bridle-path, more direct than the carriage-road, but going over more difficult country.

miles

- 0 **Chalcis.** Path follows Kárystos road (Route 11) as far as mile 8.
- 8 Path turns E., road going ESE.
- 9 Path turns ENE.; it runs along hill-slopes above the Kárystos road.
- 15 Path ascends into mountainous country.
- 18 **Gymnó**, pop. 160. Path goes NE., then NNE.
- 20½ **Botínou**; alt. 2 miles NE. of path 3,848 ft.
- 24½ Path ascends valley of a stream that flows S. and enters the sea near **Váthia** (see Route 11, mile 17).

Branch path to **Parthéni**, pop. 250, 2 miles on r. of path, over a ridge. Path thence SE. to **Alivéri** in 2½ hrs. (see Route 11, mile 28).

Path goes NE. over the central watershed dividing rivers flowing into the channel of Euboea, and those flowing into the Aegean on the E.

- 26 **Panagiá**, pop. 230.
- 27 **Tharroúnia**, pop. 360. Path turns E.
- 29 **Trachíli**, pop. 320.
- 31 **Kremastó**, pop. 270.
- 31½ Path turns N. and ascends with windings.
- 34 **Gáia**, pop. 170. Path descends to a stream, which it crosses.
- Képoi** 1 mile to E., pop. 310.
- 36 **Vrýsi** tor. of path, pop. 450. **Episkopé** 1 mile WNW., pop. 300.
- 38 **Dyrrévmata**. Path joins Route A and follows it to **Koúmi**.
- 45 **Koúmi**.

C. *Via Místro*, 44 miles

Bridle-path. The most direct route of the three but going through very hilly country. For the greater part of the first half of the way, before reaching the central ridge which runs throughout the length of Euboea separating the west from the east coast, it ascends by a valley; down this came the old Venetian aqueduct that brought water to Chalcis. It is now ruined. This was the ancient and mediaeval road between Chalcis and Kouími. Distances given are approximate only.

miles

- | | |
|-----|--|
| 0 | Chalcis. Route leaves the town by the carriage-road going E., past the museum. Road goes through N. end of plain of Ambélia , along the line of the arches of the aqueduct, which are on the r.-hand side of the road. |
| 1½ | Vromouša. |
| 3 | Dokós , pop. 1,020. |
| 4 | Aphráti , pop. 500. Road reaches the valley, and with the aqueduct turns N. up the r. bank of the stream. It is from here a bridle-path. |
| 7 | Valley bends NE. Path and aqueduct continue on its r. bank. |
| 8½ | Path crosses to l. bank, and continues up the valley. |
| 10½ | Valley turns E. One branch of the aqueduct comes in here from the north, starting from a spring near the track from Stené to Psachná (see below, under mile 23). Village of Pisónas 1 mile to N. of path, pop. 140. Path and main branch of the aqueduct go E. up the valley. |
| 12 | Branch track NE. to Gídes , 4 miles, pop. 190, and Stené, 8½ miles, whence there is another track to Kouími (see below, under mile 23). |
| 14½ | Aqueduct turns up a branch valley NE., its origin being about 3 miles away by a spring near a ruined Frankish tower. Path crosses to r. bank of main |

miles

stream and continues E. up the valley. Village of **Póurno** on the r., pop. 100.

17 Path crosses to l. bank again.

20 Path turns ENE. and ascends to the central ridge of the Euboean mountain system, leaving the valley which goes ESE.

23 **Místro** N. of the path, on the W. slopes of the ridge; alt. 3,629 ft., pop. 400.

From here go two difficult paths, (a) to **Koúmi** and (b) to **Psachná** on the Chalcis—Mantouídi road (Route 13). They go together as far as **Stené**:

(a) To **KOÚMI**

miles

0 **Místro**. Path goes NW. along the western slopes of the ridge.

3 **Mavrópoulo**, pop. 230.

6 **Kambiá**, pop. 380.

8 **Stené**, pop. 1,650, P. T. O. Path goes E. by N. ascending steeply to the central ridge, which it crosses and then descends as steeply, turning N. Mt. **Delph** (ancient **Dirphys**), alt. 5,725 ft., is almost due N. of **Stené**. **Xéro Voúni**, alt. 4,757 ft., is immediately S. of the point where the path crosses the ridge.

15 **Strópones**, pop. 740 (3 hrs. from **Stené**). Path goes NE.

18 **Koútourlo**, pop. 160. A path goes hence N., and then bends round W. and continues along the coast-line, but generally high above it for some 10 hrs. to Cape **Chálepo**, where it turns inland and goes to **Arethá** and **Achmétaga** (see Route 13, mile 31).

20 **Metóchi**, pop. 660. Mt. **Skotiní** to the S., alt. 4,478 ft.

miles	miles	
		From here are two paths, about equally long, one turning N. then E., by the N. slope of Mt. Oklaós , the other S. and then ENE., skirting the S. slope of the mountain, and passing a spring.
	28	Two paths join, and go E., descending steeply past the lignite beds (see Route A, above) to Koúmi .
	33	Koúmi .
		(b) To PSACHNÁ
	miles	
	0	Mistro . Path follows Route (a) to Stené.
	8	Stené . Path turns W.
	12½	Kathenói , pop. 700, P. T. O.
	14	Spring, whence flows the water for the western branch of the aqueduct (see above, mile 10½).
	16	Triáda , pop. 120.
	20	Psachná (see Route 13, mile 11).
		Path goes SE., through dense forests, along the slopes of the ridge but getting nearer the summit.
25½		Path turns E. and crosses the ridge.
		Branch path S. along the ridge to Route B, near Parthéni (mile 24½).
		Path descends high above the r. bank of a stream that is one of the sources of the Oxýlitho river (see Route A, under mile 41½). Path is now running parallel with Route B, between Tharroúnia and Gáia , but a ridge separates them.
30½		Path leaves the valley, bending round to the r., and descends.
32		Path joins Route B about 1 mile S. of Gáia (Route B, mile 33). Thence along that path to Koúmi .
44		Koúmi .

ROUTE 13

CHALCIS—MANTOÚDI, 36 miles

(WITH BRANCH ROAD FROM LÍMNE)

A motor road. It runs over fairly level ground as far as **Psachná** (mile 11), then begins to ascend and goes over high mountain country, in parts covered with dense forests. Many of the gradients are steep and have sharp curves.

miles

0 **Chalcis.** Road runs N., passing a mound with a chapel, **Veli Babá**, which is on the r. Road skirts a shallow bay on the l.

5 Road begins to ascend.

6 **Vatóndas** on the r. of the road. To the E. is **Drakospelió**, alt. 1,384 ft.

Road descends to a marshy plain.

8 Road crosses stream by a bridge.

Track NW. which keeps nearer to the coast, following it to **Politiká**, 6 miles, pop. 570.

Road turns NNE.

10 **Kastélla** on l. of road, pop. 510.

11 Bridge over a stream. **Psachná** E. of the road, pop. 1,500, P. T. O.

Branch path N., climbing the mountains with many windings to **Kónto Despóte**, 4 miles, **Pagóndas**, 9 miles, pop. 200, rejoining main road, 14 miles.

Branch path E. up the valley to **Triáda**, 4 miles, and **Stené** (see Route 12 C, under mile 23).

Road turns W. and, after 1½ mile N., ascends in curves into hill country—at first among scanty pines and bushes, but after passing a level tract in

1 miles

which it crosses a stream by a bridge the mountains close in; they are covered with pine forests. The road ascends again.

19 Spring of **Klemáki**.

20 Highest point of the route.

The road now descends in wide curves through the **Kleisoura** and across many ravines.

22 Road descends to the convent of **Hágios Geórgios**, situated in a deep defile.

24 Defile opens into a wide valley, with large plane-trees overshadowing the stream.

31 **Achmétaga**, pop. 350, P. O.; where are the large estates of the English family of Noel.

Branch paths :

(1) W., crossing the mountain-slopes with many windings to **Spathári**, 5 miles, pop. 160, whence NW., gradually bearing due W., to **Límne**, 11 miles (see below).

(2) NE., gradually bearing E., to **Arethá**, 2½ miles, **Pýli**, 6 miles, whence track follows the coast to **Koúmi**, 40 miles (see Route 12 C, mile 23, branch path (a), mile 18).

Road continues NNW. through a forest of plane-trees, following the l. bank of a shallow river.

36 **Mantoúdi**, pop. 1,000, P. T. O. Port **Kymási**, C. H., is 2 miles E. Magnesite quarries to the NE., connected with the sea by a horse-tramway, 2½ miles.

From **Límne**, a small port on the coast, almost due W. of Mantoúdi (pop. 3,200, P. T. O., C. H.), there is a metalled road to Mantoúdi, 12 miles. There are magnesite mines, worked by a British company, near Límne. The road goes through very mountainous country, and ascends from the port in many hairpin bends; subject to its often

miles

requiring repairs owing to its steepness, it is fit for motors. After passing **Kechriés**, 6 miles, pop. 240, P. T. O., it joins the Mantoúdi-Hágia Ánna road (Route 14), 3 miles from Mantoúdi. It is sometimes preferred to the Chalcis-Mantoúdi road as a means of entering the interior, as it is much shorter.

A track goes WNW. from Límne along the coast to **Roviés**, 6 miles, another small port, pop. 270, P. T. O.

A poor road, but just fit for carriages, goes from Mantoúdi to Port **Peléki** on the coast, 3 miles due N.; an open roadstead (no village).

ROUTE 14¹

KYMÁSI—XEROCHÓRI—SKÁLA OREOÚ, 30 miles

Rough carriage-road as far as Mantoúdi, better from there to Hágia Ánna (mile $8\frac{1}{2}$), then a path as far as Kokkinomeliá (mile $18\frac{1}{2}$), thence a cart-track to Kamária (mile $24\frac{1}{2}$), then a road again. Between Hágia Ánna and Kokkinomeliá the path goes over high mountain country, covered with forest.

miles

- | | |
|-----------------|---|
| 0 | Kymási (see Route 13, mile 36). Road leads W., alt. on r. 833 ft. |
| 2 | Mantoúdi . Road turns NW. |
| $3\frac{1}{2}$ | Kryóvrysi . |
| 5 | Road to Límne (see Route 13 at end) branches off W. |
| $8\frac{1}{2}$ | Hágia Ánna , pop. 1,500, P. T. O.
From here road becomes a mule-track, running WNW. over the hills and through forests. |
| $10\frac{1}{2}$ | Mélades , pop. 190. Mt. Hágios Elías , alt. 2,457 ft., to the N. |
| $18\frac{1}{2}$ | Kokkinomeliá , pop. 400, 3 hrs. from Hágia Ánna. Branch path N. to Helleniká (see Route 15, mile 16). Path descends and becomes a cart-track. |

¹ See also Appendix.

miles	
20½	Mesóndas.
21½	Voutás , pop. 220. Track descends down r. bank of a tributary of the Xeriás .
22	Track crosses the stream by a bridge, and continues down l. bank. Branch track S. to Kyparíssi , 1 mile, pop. 120; thence a path to Símia , 2½ miles, pop. 130, P. T. O.
24	Track crosses another stream and enters valley of the Xeriás .
24½	Kamária , alt. 230 ft., pop. 470, whence the road goes NW. over easy country to Xerochóri .
26½	Xerochóri , alt. 140 ft., pop. 3,500, P. T. O., gendarmerie; in a fertile plain. Road turns W.
29½	Oreós , alt. 50 ft., pop. 800, P. T. O.
29¾	Branch road SSE. to Kastaniótissa , 5 miles, pop. 100.
30	Skála Oreoù , C. H.

ROUTE 15

XEROCHÓRI—HÁGIA ÁNNA

Via AGRIOVOTÁNI, 29 miles

For some 5 miles out of Xerochóri this is a carriage-road, but after that its condition is very uncertain, and is probably simply a bridle-path.

miles	
0	Xerochóri , alt. 140 ft. Road leaves NE.
½	Alt. 100 ft. Road crosses Xeriás by a bridge, and turns N. through woodland.
1¼	Vistrítsa on the r. bank of the Xeriás , pop. 170.
2¾	Alt. 60 ft. Bridge over a small canal. Road soon bends E., then ENE., running parallel to the N. coast of Euboea, but about 1 mile inland, on the hill-slopes.

miles

- 6 **Asmíni**, pop. 450 (2 hrs. from Xerochóri).
 8 **Kourbátsi**, pop. 320. Sardine fisheries.
 13 **Agriovotáni**, pop. 330 (3 hrs. from Asmíni).
 Path turns SE., then S.
 16 **Helleniká**, pop. 280 ; Mt. **Psará** on r., alt. 1,272 ft.

A path goes SSE. to Kokkinomeliá (see Route 14, mile 18½):

miles

- 0 **Helleniká**. Path skirts S. slopes of Mt. **Psará**.
 2½ **Tsapourniá**, pop. 170.
 4½ **Agdínes**, pop. 210. Path goes over a ridge and descends into upper valley of Xeriás river (see above, mile ½).
 6½ **Meliés**, pop. 340. Path goes S.
 8 **Kryonerítes**, pop. 600. Path ascends, above the l. bank of a stream.
 11½ **Kokkinomeliá**.
 Path turns E., then S. again.
 19½ **Vasilikó**, pop. 440.
 23 **Pappádes**, pop. 300. Path is gradually descending, above the l. bank of a stream. **Kerasiá** 3 miles WSW. at the head of a valley, pop. 620. **Kotsikiá** 3 miles E., about 1 mile from the coast, pop. 240.
 26 **Achládi** 1 mile E. of the road, pop. 470.
 29 **Hágia Ánna** (see Route 14, mile 8½), 6 hrs. from Agriovotáni.

ROUTE 16

SKÁLA OREOÚ—LOUTRÁ AIDEPSOÚ, $10\frac{1}{4}$ miles

(WITH BRANCH PATH TO GIÁLTRA)

A carriage-road, over generally level ground.

miles

- 0 **Skála Oreóú.** Road leaves SSW., skirting the bay of Oreós; in first $\frac{3}{4}$ mile it crosses six bridges or culverts.
- $1\frac{1}{2}$ Branch road SE. to **Kastaniótissa**, 6 miles, joining at mile $2\frac{1}{2}$ road from Oreós mentioned in Route 14, mile $29\frac{3}{4}$.
Road turns NW., still following the coast, and begins to rise.
- 2 Alt. 20 ft. Road turns SW. round some low hills. Alt. on l. 255 ft., rising 2 miles inland to 718 ft.
- 3 Road crosses stream by a bridge and follows it upwards.
- $4\frac{1}{2}$ Alt. on r. of road 364 ft., on l. 531 ft. Road continues in general direction S. and crosses numerous bridges.
- 6 Alt. 246 ft. From this point road begins to descend towards the gulf of Aidepsó through a depression on the range of hills which runs across NW. corner of Euboea. On the r. the hills rise to 1,072 ft. within a distance of $2\frac{1}{2}$ miles and within the same distance on the l. they rise to 1,528 ft.
Hágios on r. of road (fifteenth kilometre-stone from Xerochóri), pop. 1,050.
- 7 Road reaches its lowest point on the depression at the crossing of a stream by a bridge, alt. 36 ft.
- 8 **Aidepsó** (Lepsó), alt. 102 ft., pop. 1,220, P. T. O. There is a road W. to landing-place, $\frac{3}{4}$ mile.

miles

From the landing-place a path leads N. and W. round the gulf to **Giáltra**, 11 miles, pop. 900, P. T. O., whence a path across the hills westward to **Paliochóri**, 16 miles, and **Litháda** at extreme W. end of Euboea, 18 miles, pop. 350. The whole of this peninsula between Giáltra and Litháda is well wooded.

Road goes S. along the coast.

10 $\frac{1}{4}$

Loutrá Aidepsoú, P. T. O., sulphur-baths much frequented in summer. Military hospital.

ROUTE 17

ATALÁNTE—LÁRYMNA—CHALCIS, 43 miles

Carriage-road and bridle-path. A metalled road as far as Lárymna except for a short stretch E. of Martino (mile 14), in fair condition. From Lárymna to Chalcis is a very rough mountain path over uninhabited mountain land and along the coast, except for last part from Loukísia (mile 34) to Chalcis, which is the easy track given in Route 10, alternative track B.

miles

0

Atalánte. Road leaves the town going due E. After a short distance it approaches the sea, going over level ground with high mountains to the S., and marshy land to the N. near the coast.

7

The mountains descend in precipitous cliffs, leaving just room for the road to pass between them and the sea. Several springs come from the foot of the cliffs. Ruins of the ancient Acropolis of **Opus** on the summit.

8

Cháni. A rough path to the S. leads over high mountains to copper-mines, and to the villages of **Lóútsi**, 6 hrs., pop. 100, **Pávlou**, 6 $\frac{1}{2}$ hrs., pop. 500, and SE. to **Topólia** on the N. border of the **Kopaïs**, pop. 300; whence there is a good cart-track across

miles

the plain S. to **Moulki** (see Route 7, mile 58). The N. slopes of the mountains are steep and wooded, the S. bare and rocky, but not steep.

Road continues E., leaving the coast, and cutting across the peninsula of **Aëtolími**.

- 9 Branch track E. over rolling country with pine woods to **Malesína**, $5\frac{1}{2}$ miles, pop. 1,230.

Road turns ESE.

- 10 **Proskyná**, a small hamlet. Road goes SE., ascending gradually to a height of 600 ft.

- 14 **Martíno**, pop. 1,570, mostly shepherds, P. T. O. Bad water-supply.

Paths :

(1) W. over hills to Loutsi, 3 hrs. (see above, mile 8).

(2) Easy path N. over low hills to Malesína, $4\frac{1}{2}$ miles (see above, mile 9).

Immediately beyond Martíno for about 2 miles there is only a path, which descends steeply to cross a stream, then ascends again.

- 16 Path becomes a metalled road again and reaches the head of a valley, which it descends gradually along the r. bank, NE., E., and finally SE. The bed of the stream is usually dry.

- 19 **Lárymna** (Kastrí), pop. 800, P. T. O., a small port, where coasting steamers call. Iron-ore mines are worked in the neighbourhood. From here there is only a path, which goes first S. along the coast.

- 20 Path leaves the coast and goes steeply, still S., up a valley, down which flows a plentiful supply of water from a spring. It then turns SW. across moorland.

- 22 **Kephalári**, where the springs rise. Path to Thebes (Route 18) continues SW.

Path turns E., crosses the moor, and ascends the steep, bare slopes of Mt. **Skroponéri**. It crosses a high

miles

ridge and descends SE. down to the sea-coast very steeply. The summit of the ridge is the boundary between the provinces of Phthiotis-Phocis and Attica-Boeotia.

- 26 Path reaches the coast at the bay of **Skroponéri**, a safe anchorage, but no boats call here owing to the rugged nature of the country inland. Copious springs flow into the sea, probably coming underground from the Kopaïs (see Route 18, mile 5½).

The path goes E. round the bay and continues along the coast. The mountains (summit of **Pelagiá**, alt. 2,379 ft., to the S.) descend very steeply to the sea, and the path is difficult even for a traveller on foot.

- 32 Small plain E. of Lake **Paralímni**. Path goes over the short tunnel which takes the water of the Kopaïs, and descends to the shore.

- 34 **Loukísia** 1 mile inland on the r. Hence to Chalcis as by Route 10, alternative track B, miles 8–0.

- 43 **Chalcis**.

ROUTE 18

LÁRYMNA—THEBES, 30 miles

A path, rough in parts, except for the last section from Kardítsa (mile 11) to Thebes, which is a poor carriage-road. It does not, however, ascend to any great height, and would not be a difficult track for infantry and pack-animals. From the Kopaïs plain (mile 5) to Kardítsa is the most difficult section: the hills are rocky and bare, and there are no springs.

miles

- 0 **Lárymna**. As far as Kephálári path follows Route 17, miles 19–22.

- 3 **Kephálári**. Path continues SW., then S. across level moorland country, with easy going. For about

miles

a mile before reaching the edge of the Kopaïs it runs by the side of a series of unfinished shafts, let down into the earth in very early times for the making of a tunnel by which to drain the waters of the Kopaïs; the tunnel was never completed; and the Kopaïs was always a lake in classical and mediaeval times. Path leaves the province of Phthiotis-Phocis and enters Attica-Boeotia.

5 Path reaches the E. side of the **Kopaïs**, and goes S. along the border above the cliffs, which are here precipitous, but not more than 50 ft. high.

5½ Cháni. At the foot of the cliffs here that part of the waters of the **Mavropótamos** (ancient Melas) river (see Route 7, mile 75) which is not taken by canals into Lakes Likéri and Paralímni, and thence to the sea, flows into a *katavóthra* under the mountains, and reappears again, probably, at the bay of Skroponéri (see Route 17, mile 26).

Path turns to the W., descends to cross a stream at the only point on this part of the Kopaïs where the cliffs do not come down to the shore, and ascends again up a valley separated by a ridge from the Kopaïs plain. It is nowhere steep, but it becomes very rough from here to Kardítsa.

7 **Kókkino**, pop. 1,180. Branch path goes down a stony valley W. to the plain, and crosses it NW. to **Topólia** (see Route 17, mile 8).

Path keeps to the hill-side and gradually turns S. round a shoulder, and then SE. over a narrow pass; it then descends to Kardítsa.

11 **Kardítsa**, pop. 740, P. T. O., at the head of a small and stony valley. From here it is possible for a carriage to go to the Thebes road even in winter, though the way is rough.

Road descends SW., down the valley and across a plain, over the tunnel that takes the waters of

miles

the Kopaïs. From there it turns in a general S. direction and runs at the foot of steep cliffs on the E., skirts the base of Mt. **Phagás** (see Route 7, mile 53), and crossing the railway descends gradually into the plain of Thebes.

22 Route joins Athens—Lamía road (Route 7) at mile 53. For rest of this Route see Route 7, miles 53–45.

30 **Thebes.**

ROUTE 19

GALAXÍDI—SÁLONA, 12½ miles

A mule-track as far as Hágia Efthymía (mile 8½), thence a carriage-road. This route inland is not of much importance, as the natural way inland from the bay of Sálona is from Itéa (Route 20).

miles

0 **Galaxídi**, port in bay of Sálona on the N. coast of the Corinthian gulf; pop. 3,580, P. T. O., C. H.; naval school. The port is a large bay 1 mile in diameter, with depths of 15–18 fathoms in the centre. The town is on a projection between two creeks in the southern part of the bay. Yards for building sailing vessels.

Path leaves N., skirting the bay.

1 Path begins to leave bay and ascends a valley.

6 Path leaves valley. Three miles up the mountains on l. is village of **Venichóra**, pop. 800.

8½ **Hágia Efthymía**, pop. 1,500, P. T. O. Carriage-road begins.

Track W. via Lidoríki to Naupactus and Agrínion (Routes 43 and 46).

10½ Country becomes more broken; Mt. **Hágios Elías** on l. is 5,944 ft. high.

12½ **Sálona** (see Route 20, mile 8).

ROUTE 20

ITÉA—SÁLONA—LAMÍA, 53 miles

An important route, as it is the best carriage-road connecting the gulf of Corinth with the main line of communication between Athens and northern Greece. It joins the Athens-Lamía road (Route 7) at Brálo (mile 32½). At the cháni of Graviá (mile 27½) it enters the upper Cephissus valley; this cháni guards the northern entrance to the pass (called the pass of Ámbliani), and was the scene of a famous fight in the War of Independence, when the Greeks under Odysseus Androútsos held the pass against a strong Turkish force. The road goes over level ground across a wide valley, planted chiefly with olives, as far as Sálona (mile 8), then over a narrow pass with high mountains on either side. There is a motor-omnibus service daily between Sálona and Brálo station on the Lárissa railway; and the road has been found quite practicable for lorries.

miles

0 **Itéa**, the port of Sálona on the N. coast of the Corinthian gulf, at the head of the bay of Sálona (or Kríssa); pop. 1,010, P. T. O., C. H. The pier is 450 ft. long, with a depth of 8–10 ft. at its end. Anchorage off the town in 8–10 fathoms, good holding-ground.

Road leaves at first in an easterly direction, and then turns N. traversing the plain of Chryssó (or Kríssa or Itéa). Olive groves abound.

1½ Road to Delphi branches NE. (Route 21).

8 **Sálona** (Amphissa), pop. 5,700, P. T. O.; headquarters of gendarmerie. Branch road S. to Hágia Efthymía (Route 19).

Road turns E. across the plain of Amphissa.

A rough bridle-path from Sálona N. rejoins the road one hour before Graviá, at the pass of Ámbliani.

10 Road begins gradually to turn N.

miles

- 11 **Topólia**, pop. 950.
Road traverses high country in general N. direction.
- 16½ Road enters a valley and descends by the stream.
- 23 **Váryani** on the slope, $\frac{3}{4}$ mile to r. of road, pop. 300.
- 26 **Chlomós** $\frac{1}{2}$ mile on l. of road.
- 27½ Cháni and village of **Graviá**, pop. 800, P. T. O.
It commands the pass of **Ámbliani**, which is the point of defence for the N. entrance to the pass, of great importance in both ancient and modern times.
- Path W. to **Mavrolithári** (see Route 43 (b), mile 53½).
- Road enters plain, and crosses it in a northerly direction.
- 28½ Road crosses **Cephissus** (Mavroneró).
- 31½ Road crosses railway.
- 32½ **Brálo** $\frac{1}{2}$ mile on r., pop. 680.
The Athens-Lamía road (Route 7) comes in from SE. For rest of this route see Route 7, miles 116-136½.
- 53 **Lamía**.

ROUTE 21

ITÉA—DELPHI—LIVADIÁ STATION, 32½ miles

(WITH BRANCH ROAD FROM ANTÍKYRA)

This road was planned some time ago, but in April 1913 it was still incomplete for some seven miles E. of Aráchova (mile 13½), between that village and the Schisté (mile 20½), where the road from Antíkyra joins it. This is the most difficult part of the route, the path being very steep and rocky, fit only for Greek mountain ponies. From Itéa to Aráchova it is a good metalled road, though the ascent to Delphi is very steep. From the Schisté to Livadiá the surface is rough, but it is a well-metalled road with easy gradients, and the bridges and culverts are finished. It would carry motor traffic. The



(a) PLAIN OF ITÉA, LOOKING NE.
(SEE ROUTE 21, MILES 0-7½)



(b) KOPAÏS PLAIN, LOOKING SE.
(SEE ROUTE 7, MILE 55)

branch road from Antíkyra (see under mile $20\frac{1}{2}$) comes in at the Schisté from SW. The first part of this from Antíkyra to Dístomo (mile 5) is now disused and falling into decay ; the beginning of the steep ascent from the shore is destroyed. From Dístomo to the Schisté is a fair carriage-road. From the Schisté another track, descending gently down a wide valley, goes N. to Dávlia and enters the plain of Kopaïs, joining the Athens-Lamía road at Kápraina (see Route 7, mile 79).

This road from Itéa to Livadiá, if completed, is important as providing an alternative route from the coast to the Lárissa railway, shorter than the Itéa-Sálona-Brálo road (Route 20) ; moreover, Livadiá station is much better equipped with buildings, sidings, &c., than Brálo station, which has a single loop only.

Except for the fertile plain of Chryssó N. of Itéa, and the small and stony plain of Dístomo, the road goes through wild and rocky country to within a few miles of Livadiá. Some supplies could be found in the large village of Aráchova.

miles

0 **Itéa.** Road goes E., then N. across the plain, as far as mile $1\frac{1}{2}$ as by Route 20.

$1\frac{1}{2}$ Road turns E. and NE., leaving road to Sálona (Route 20) on l. It begins to ascend with many curves.

$4\frac{1}{2}$ **Chryssó**, pop. 1,460.

A track leads hence to **Desphína**, 3 hrs., pop. 2,700, P. T. O. ; and thence a mountain path to Antíkyra (see below), 6 hrs.

$6\frac{1}{2}$ **Kastrí**, pop. 1,050, P. T. O.

$7\frac{1}{2}$ Ruins of **Delphi** on l., alt. 1,880 ft.

The road now goes E. past the spring of Castalia. The slopes of Parnassus (alt. 8,070 ft.) come down very steeply on the l. ; on the r. of the road the ground falls rapidly down to the narrow valley of the **Pleistós**, with thick olive groves ; vineyards on these slopes. The road passes a number of mills driven by a tributary of the Pleistós. (See Plate IV.)

miles

- 9 Road crosses boundary between provinces of Phthiotis-Phocis and Attica-Boeotia.
- 13½ **Aráchova**, alt. 3,090 ft., pop. 3,520, P. T. O. From here to the Schisté the route is by a mountain path, that descends steeply.
- 17½ Cháni of **Hágios Athanásios**, alt. 2,050 ft.
Path becomes very difficult.
- 18½ Cháni of **Zemenó**.
- 19½ **Stavrodrómi tou Méga**. A monument on l. of road.
A branch bridle-path goes NE. in 2 hrs. to Dávlia (see below).
- 20½ **Schisté** (Stené), alt. 1,390 ft.

Branch road and tracks :

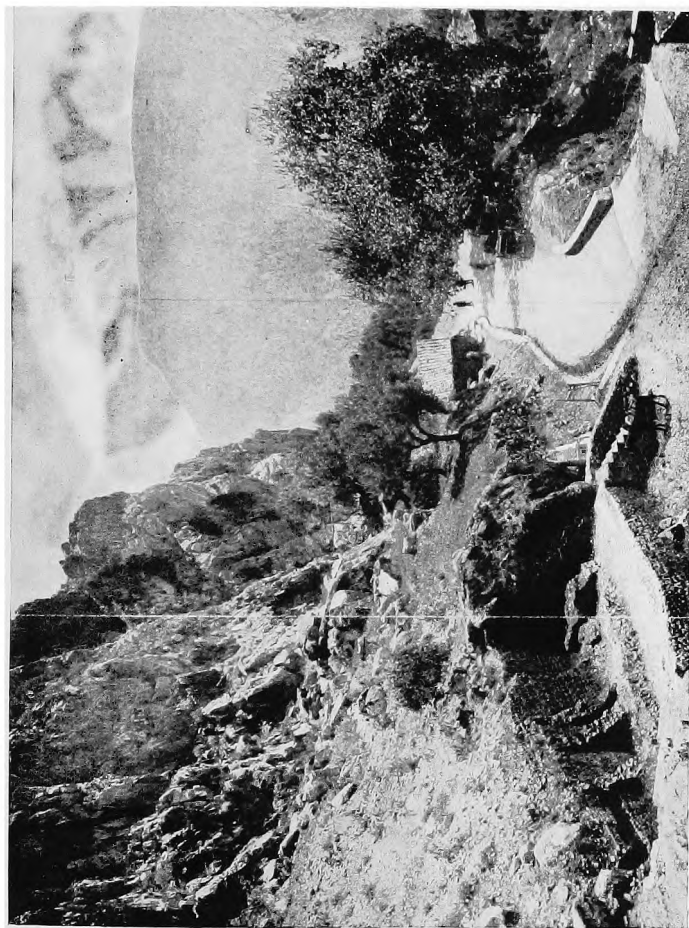
(1) Branch road from Antíkyra (Áspra Spítia) joins road from SW. at the Schisté :

miles

- 0 **Antíkyra**, pop. 220, C. H., formerly a port for Livadiá, now only a fishing village, situated on the large and safe bay of Áspra Spítia E. of the bay of Sálona. Road, now destroyed, runs along coast.
- 1 Road turns N., and with many hairpin bends ascends a narrow valley. It continues over low hills N. by E. to Dístomo.
- 5 **Dístomo**, pop. 1,530, P. T. O.
Road turns ENE. over a plain.
- 8 Schisté.

(2) Track NNE. to **Dávlia**, 5 miles, on l. of road, pop. 2,000, P. T. O., and **Hágios Vlásios**, 6 miles, on r. of road, pop. 660; thence by carriage-road to **Dávlia** station, 10 miles, on Lárissa railway, through well-cultivated fields. Track joins Athens-Lamía road near Kápraina (see Route 7, mile 79).

(3) A branch track goes ESE. across Mt. Helicon to **Stíris**, 1¼ hr., pop. 550, **Kyriáki**, 3½ hrs., pop. 1,300,



ON THE ITÉA-DELPHI ROAD (SEE ROUTE 21, MILE 7 $\frac{1}{2}$)

miles

P. T. O., and **Chóstia** (Route 9, mile 4), about 9½ hrs.

The new road goes E. from the Schisté, gradually ascending a rocky valley.

23½ A cháni beneath plane-trees, with a good spring. The road begins to descend.

25 **Tsoukaládes**, a deserted site.

27½ The road is still descending gradually, but the country is now cultivated on both sides, chiefly vineyards.

29½ **Livadiá**, alt. 540 ft. (see Route 7, mile 73).

Road turns NE. down the valley of the **Hérkyna** river.

32½ Livadiá railway station.

ROUTE 22

LAMÍA—PHÁRSALA—LÁRISSA

(Route 11 in *Handbook of Macedonia*, in reverse direction)

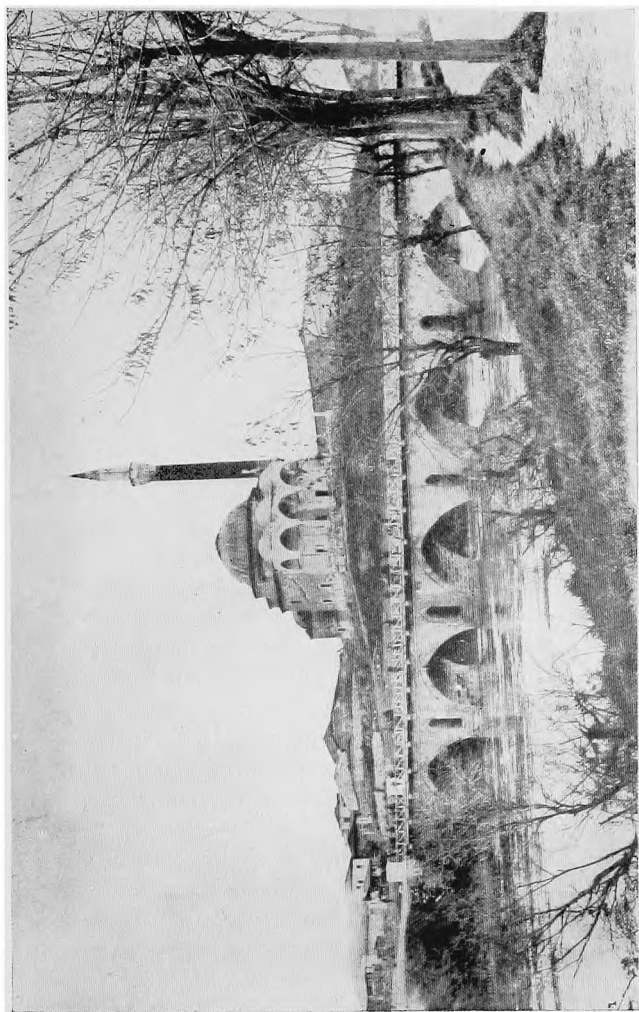
This is a very important route, as it is the chief and almost only means of communication between Thessaly and southern Greece, east of the Pindus range; the two alternatives being difficult tracks either E. by Halmyró (Routes 24 and 28), or W. by Kardítsa (Route 23), which both meet in the S. at Lamía. Route A is a metalled road as far as Phársala, but between there and Bakrátsi (mile 47) it is only a track. It is, however, possible to drive a motor the whole way, and artillery has moved along it in all weathers. Routes B and C are mule-tracks across Mt. Othrys, and then cart-tracks. All meet at Phársala and then divide again; for convenience of reference they have been taken separately throughout. Between Lamía and Phársala, Mt. Othrys is a formidable obstacle to any advance from N. or from S. The road winds about and has many steep gradients. In the war of 1897 all

wagons and field artillery had to keep to the main road ; but mountain artillery (75 mm.) was taken along the mule-tracks by both Greeks and Turks. Once the plain of Thessaly is reached the character of the country changes. There is a range of low hills running NW. to SE., between Phársala and Lárissa, which separate the E. and W. plains ; they culminate in Mt. Dobroútsi on the NW. (see Route 32, mile 22) and in Mt. Mávro Voúni or Kará Dagħ (ancient Cynoscephalae) on the SE. (i. e. NE. of Phársala). But between these mountains the hills are low with gentle gradients, and are cultivated. Numerous cart-tracks cross them in all directions, the principal being those from Phársala and Kardítsa (Route 49) to Lárissa. By all these wheeled vehicles and field artillery have been taken, even in wet weather ; and after prolonged rain they are often preferred to those in the plains to avoid the marshes. The Turks in 1897 even took field artillery for long distances between the main tracks over the fields, there being no hedges or ditches to hinder movement. The spring of 1897 had, however, been exceptionally dry, though a great deal of rain fell during the operations (middle of April to middle of May). This range of hills, like the plain, is almost treeless, except in the villages.

The importance of Lárissa as a possible basis of operations is very great. Not only is it the chief centre of trade for the agricultural district of E. Thessaly, but all roads meet here ; and the Peneios, unfordable in its lower reaches nearly all the year round, and the only river of Thessaly that can be said to form a military obstacle, is here spanned by a wide stone bridge. Across it goes the only motor-road to Macedonia by the Meloúna pass (*Handbook of Macedonia*, Route 7). It has been the base of operations for the Greeks advancing into Turkey in 1897 and 1912, and for the Turks in 1897, after they captured it, advancing S.

A. MAIN ROAD, *via* PHOÚRKA PASS AND NEBEGLÉR, 58 miles

This, the metalled road, goes by the important positions of Phoúrka and Domokó. The former can be turned only by



BRIDGE OVER PENEIOS AT LÁRISSA (SEE ROUTE 22A, MILE 58)

the alternative Routes B and C, or by the track to Halmyró (Route 24). But Domokó itself can be turned by tracks E. and W. of it. It was especially by advancing up mule-tracks to the E. that the Turks managed to turn the Greek position at Domokó in 1897. Pack-transport with mountain artillery was taken by these tracks, but no wheeled vehicles (see below, under mile $36\frac{1}{2}$).

miles

- 0 **Lamía**, alt. 350 ft. (see Route 7). Road goes NNW., and at once starts climbing the slopes of Othrys, which are steep on the southern side, and intersected by deep gorges, but covered with soil which gives good grazing. Road winds about, ascending steeply.
- 2 **Tarátsa** village, pop. 300.
- 8 Pass of **Phourka**, alt. 2,625 ft.; Mt. **Andínitsa**, alt. 3,753 ft., and monastery, 3 miles E.
Road descends, going N., then winding round to NW.
- 11 Cháni of **Abdourachmánaga**, alt. 2,065 ft. Road continues to descend a valley.
- 13 Cháni of **Palamás**. Road reaches a monotonous upland plain. Alternative tracks to the r. of the road branch N. and NNE. (see below, under mile $36\frac{1}{2}$).
Three miles to the left of the main road is Lake **Daouklí** (Nezeró: ancient Xynias), alt. 1,519 ft. Alt. of road 1,542 ft. The borders of the lake are marshy; it is about 6 miles in circumference, and about 17 ft. deep; it is full of fish. Village of **Daouklí** (pop. 480) near the E. border. The plain is little cultivated. To the E. are the sources of the **Tsanarlés** (ancient Enipeus), flowing E. and N. by Phársala to the Thessalian plain; while the outlet from the lake is on the W., and is the **Pentámylos** (Sophadítikos) river, flowing NW. to join the Tsanarlés in the Thessalian plain before they both join the Peneios. Low hills, between which the streams make their way, surround this upland plain on all sides

miles

(alt. from 2,000 ft. to 3,000 ft.) ; **Xerovoúni**, to E., is 3,353 ft. high.

- 17 Branch track NW. to **Omvriaké**, 3 miles, pop. 980, P. T. O. Track thence W. to **Panagiá**, 3 miles (see Route C, mile 29½).

Road continues NNW., and ascends the hills, then bends N., and soon after reaches a point about ½ mile E. of Domokó.

- 20½ **Domokó**, alt. 1,700 ft., pop. 1,550, P. T. O., gendarmerie, seat of a bishop. Built up the slopes of the hill ; many springs. A strong defensive position that has been of great importance in ancient and modern times. From Domokó the Thessalian plain is visible 1,500 ft. below, the slopes of the hills being very steep.

An easy track, by which field artillery can be taken even in wet weather, goes E. to Voúzi, 4 miles, a point of importance for the defence of the passes E. of Domokó (see below, under mile 36½).

Road descends steeply down the r. bank of a valley NNW. ; two spurs called **Psilé Ráche** to r. and l. of road, alt. 1,280 ft. and 1,207 ft. ; it then turns and goes N., keeping a little above the plain. Railway approaches the road, coming down the hills on the l.

- 25¼ Bridge over **Domokítikos** (Kámaros) river. Mt. **Kassidiáris**, alt. 3,710 ft., to the r.

- 30¼ **Gynaikókastro** on a hill ¾ mile to r. of road (ruins of ancient Proërna). Boundary between the provinces of Phthiotis-Phocis and Lárissa. Road turns ENE.

- 33 Hamlet of **Vrysiá**. Road bends N. and skirts a marsh on the l., the source of the Vrysiá stream.

- 34 Road turns ENE. and passes through a defile.

miles

- 34½ **Paliókastro tes Kóklas** on hill, alt. 1,667 ft., to r.
 34¾ Road issues from defile, and enters plain of Phársala.
 35¼ Phársala—Kardítsa road (in construction) branches
 WNW.
 Bridge over a stream.
 36½ **Phársala**, alt. 495 ft. (alt. of plain about 300 ft.),
 pop. 2,500, P. T. O., gendarmerie, seat of a bishop.
 Station on Vólo—Trikkala railway. Situated on a low
 hill. Routes E. and W., and N. and S., and from
 Halmyró, cross here.

*Alternative Paths from the Cháni of Palamás to
 Phársala*

The alternative paths from the cháni of Palamás (see above, mile 13) were used by both Greek and Turkish troops with mountain artillery in 1897. It was by the second, via Mantasiá, that the Turks turned the Greek position at Domokó.

miles

(a) *Via Léfka*

- 0 Cháni of **Palamás**. Path goes N. Pala-
 más village on r., pop. 550.
 4 **Káto Alchaní**.
 5 **Léfka**. Track thence NW. to Domokó.
 Path goes NE.
 8 **Vóuzi**, pop. 420. Good track, fit for
 vehicles, W. to Domokó, 4 miles. Another
 path E. to **Mantasiá**, 3 miles, on the other
 path (see below).
 Path goes NNE.
 11 **Karatzióli**, pop. 200.
 About ½ mile N. of this three paths diverge
 to go by passes across Mt. Kassidiáris to
 Phársala :
 (1) The most westerly goes NW. to
Tsátmá (pop. 300), 1½ mile, then N. by one

miles

miles

of two paths along the W. slopes of Kassidiáris high up over a pass, then W. or E. of Mt. **Alogopáti** to the upland plain of **Rizi**, about 7 miles, and then still N. down a steep valley to **Phársala**, about $9\frac{1}{2}$ miles.

(2) The second path from **Karatzióli** goes NNE., then N. past **Kitiki** and between Mts. **Kassidiáris** and **Pappaslíki**, to **Káto Siaterlí**, and thence W. to **Phársala**.

(3) The third goes NE. as far as **Koutseli**, thence either E. to **Kislár** (see below) or N. to **Kiopeklí**, and NW. to **Káto Siaterlí** and **Phársala**.

(b) *Via Mantasiá*

Path goes NNE. to **Tracháni**, $6\frac{1}{2}$ miles from cháni of **Palamás**, to **Mantasiá**, 9 miles, pop. 400, thence down the valley of the **Tsanarlés** (see above, mile 13) to **Palió Dereli**, 15 miles, passing the track to **Halmyró** (Route 29), thence N. to **Kislár**, $17\frac{1}{2}$ miles, **Tsikerlí**, $19\frac{1}{2}$ miles, and the valley of the **Tsanarlés** river, and along it W. to **Phársala**, about 33 miles.

Road continues N. from **Phársala** as far as the station on a high embankment.

37 Bridge over **Pharsalítis** river. Small wood near **Ambeliké** to l. of road.

38½ **Phársala** station. Track crosses railway.

39 Track crosses **Tsanarlés** river by the stone **Pashá** bridge, and bends slightly to the E., ascending over low hills. **Pashá Magóúla** on the l.

41½ **Tatári** to r. of track, pop. 230.

43 **Tekés** village to l. of track. **Mávro Vouíni** (Kará

miles

Dagh : ancient Cynoscephalae), alt. 2,790 ft., to r. of track. Track bends ENE.

44 **Karademertzi**, pop. 190. Track bends N.

45½ **Sioúmbasi**, pop. 230.

47 **Bakrátsi**, pop. 320. Track becomes a road, bending E.

49 **Hisarlik** to l. of road, a small hamlet, alt. 430 ft. Road for a short distance follows valley of the **Kousbasaniótiko Révma**, which flows NE. into the marshy lake of **Kárla** (see Route 26).

50½ Alt. 476 ft.

52 **Nebeglér**, alt. 288 ft., pop. 1,300, P. T. O. Road goes NNW.

57½ **Lárisa** station, alt. 246 ft.

58 **Lárisa**, alt. 230 ft., pop. 19,000, P. T. O., seat of Nomarch of Lárisa, of Demarch, and of a bishop ; head-quarters of gendarmerie ; large barracks SW. of the town ; military and civil hospitals. Railway to Vólo, Salonica, and Athens. The meeting-place of all the roads of N. Greece.

West of the town is the new Agricultural School, founded in 1911, from funds left by George Avéroff.

B. *Via KARYÁ PASS AND TSORMAKLÍ*, 65½ miles

This is a little-used path and track. It affords a different way of reaching the upland plain of Daouklí, following nearly the course of the railway. Then it joins either Route A or Route C. From Phársala the track runs parallel to A, to the west of it ; and goes over the same kind of country, low, cultivated hills bare of trees. It is unmetalled, but the Turks brought field artillery over it in 1897.

miles

0 **Lamía**. Path goes NW. over the foot-hills of Othrys, leaving main road to r., and keeping nearer railway.

2½ **Daítsá**.

4 **Tsopanlátés**, pop. 150.

miles

- 6½ **Stýrphaka**, pop. 410. Path crosses stream W., then a ridge, and then ascends NNW. up another valley.
- 11½ **Dervén Karyá** village, pop. 630. Path goes N.
- 12 **Dervén Karyá** (pass of Karyá), watershed between streams flowing S. to the Spercheios and N. to Lake Daouklí.
- Path descends and reaches the plain at Nezeró.
- 14 **Nezeró**, pop. 310, near the S. border of the lake. Thence either along the W. side of the lake to **Dereli** (see Route C, mile 27¾), or along the E. side to
- 22½ **Omvriaké**, whence NE. to Domokó.
- 25 **Domokó**. Hence by Route A to Phársala.
- 41 **Phársala** (see Route A). Route continues by the main road past the station and over the Tsanarlés by the Pashá bridge.
- 43½ **Pashá** bridge. Track continues N., passing **Pashá Magoúla**.
- 44¾ Route A bends slightly to r. Track continues N. Track ascends the low hills.
- 46 **Tatári** to r. of track (see Route A, mile 41½).
- 49 **Tourkomaslí** to l., pop. 220.
- 57½ **Tsormaklí** 1 mile to l. of track, pop. 670, P. T. O.
- 64½ Track crosses Athens-Lárisa railway.
- 65½ **Lárisa**.

C. Via MOCHLOÚKA PASS AND SOULÉTSI, 74 miles

From Lamía to a point S. of the pass the route goes up the valley of the Spercheios by the high road to Karpenési (Route 48). Thence there is an old carriage-road across the pass to the plain of Daouklí, but it is not used and is in very bad repair. As a path for pack-animals, however, it is an easy route, and forms an important alternative to Routes A and B for infantry and mountain artillery. Greek troops used it in 1897. It enters Daouklí plain at its SW. end, continues N. along the western shore of the lake, and goes by a pass W. of

Domokó down to the plain of Thessaly. From there it becomes a good cart-track, like Route B, by which the Turks, even after some days of rain, were able to take field artillery. It crosses the Tsanarlés river by a ford NW. of Phársala.

miles

- 0 **Lamía.** Hence following Route 48 by carriage-road to mile 17 $\frac{1}{2}$.
- 17 $\frac{1}{2}$ $\frac{1}{2}$ mile E. of **Mákrysi.** Path goes N. and soon ascends up a narrow valley, above the r. bank of a stream.
- 20 Path crosses tributary stream flowing from NW.
- 20 $\frac{1}{2}$ Waterfall. Path now ascends more steeply.
- 24 Pass of **Mochlóúka**, alt. 2,100 ft., watershed of streams flowing S. to the Spercheios and those flowing N. to Lake Daouklí.
- 27 $\frac{3}{4}$ Path descends gently, down the r. bank of a stream. Alt. 1,540 ft. Path crosses this stream and a tributary stream, and reaches village of **Dereli** on the l., pop. 500. Branch path comes in from the SW. from **Giannitsoú** (see Route 23, mile 25 $\frac{1}{2}$). Another path goes SE. along the S. shore of the lake to join Routes A and B.
- 29 $\frac{1}{4}$ Path continues N. across the plain.
- 29 $\frac{1}{2}$ Path crosses the railway. Alt. 1,410 ft. Bridge over **Pentámylos** (Sophadí-tikos) river, which flows NW. from the lake to the W. plain of Thessaly; the path from Domokó to Sophádes goes down its r. bank (see Route 29). Another track goes E. to **Panagiá**, 1 mile, pop. 140, and **Omvriaké** (see Route A, mile 17).
- 31 $\frac{1}{2}$ A pass, alt. 1,770 ft. Path descends.
- 32 **Áno Agóriani**, alt. 1,640 ft., pop. 210. Path descends steeply, still in general N. direction.
- 34 $\frac{3}{4}$ **Káto Agóriani** at the foot of the hills, alt. 525 ft., pop. 700. Path becomes a track and goes E., still descending. Marsh-land on the l. of the track in the plain.

miles

36 $\frac{1}{4}$

Track reaches the plain. **Velissiótes** to the E., pop. 300, P. T. O., with a station on the Lárissa railway on the hill-slopes to the S. A track passable for artillery goes E. through Velissiótes along the foot of the hills to **Skármitsa**, pop. 520, and the main road (Route A), 3 $\frac{1}{2}$ miles.

Track turns N. across the plain, which is here quite level.

39

Track crosses **Mylávlako** by ford.

39 $\frac{1}{4}$

Track crosses **Domokítikos** (Kámaros) river by ford.

40 $\frac{1}{4}$

Tsouphlár, pop. 230, P. O.

42

Bekrilér, alt. 300 ft., pop. 200. Track crosses the boundary between the provinces of Phthiotis-Phocis and Lárissa.

43

Bekrilér-Proërna station. Track crosses railway.

44 $\frac{1}{4}$

Track crosses **Vrysiá** river by a bridge.

46

Chatzí Omár, pop. 250. Marshes W. of the track. Track crosses Phársala-Kardítsa track (Route 31).

48

Tsiachmáti, pop. 430.

Track crosses **Pharsalítis** river by a bridge.

50 $\frac{1}{4}$

Track crosses Vólo-Tríkkala railway.

51

Track crosses **Tsanarlés** river by ford at **Gousgounária**, pop. 530. From here a branch track goes E. along the N. bank of the river and crosses it at **Vasili**, the best ford over this part of the Tsanarlés, and thence S. to Phársala (see Route 32, mile 0).

Track ascends gradually, still N., to cross the hills between Phársala and Lárissa.

53 $\frac{1}{2}$

Drískoli (Drisköi) on r. of track, pop. 600, P. T. O.

58

Soulétsi, pop. 370. **Bouchlár** on l. of track, pop. 340.

62 $\frac{1}{2}$

Track crosses Lárissa railway.

63 $\frac{1}{2}$

Chatzilár, alt. 394 ft., pop. 320.

67

Alt. 354 ft. **Chatzí Chalár** on l. of track. Track joins road from Kardítsa (Route 49), and goes by it NNE., descending very gradually, to Lárissa.

74

Lárissa, alt. 230 ft.

ROUTE 23

LAMÍA—KARDÍ TSA

Via GIANNITSOÚ PASS, 53 miles

This is the westernmost, and by nature perhaps the easiest, route across Mt. Othrys. It is not far E. of the route from Karpenési to Kardítsa, via Phourná (Route 49 A). But it is not much used, as there is only a bridle-path; were a carriage-road to be made, which would not be difficult, it would form an important alternative route to that by Domokó (Route 22 A). Some Greek troops with mountain artillery retreated by this path in 1897. Paths connect this route with that to the east of it (Route 22 C). The high mountainous country begins at Platýstomo (mile 21½) and ends just beyond Tsamási (mile 37).

miles

- | | |
|-----|---|
| 0 | Lamía. Route 48, a carriage-road, is followed to mile 19. |
| 19 | About ½ mile E. of Varybópi . Path turns N., and then NW., ascending an open valley. |
| 21½ | Platýstomo , pop. 500, with cold medicinal springs. Valley narrows, and path goes above its W. bank. |
| 23½ | Giannitsoú to the r. on the other side of the valley, pop. 940, P. T. O. |
| 25½ | Pass of Giannitsoú . Palió Giannitsoú village to l., pop. 250. |

Branch paths, used by Greek troops with mountain artillery, go :

(1) E. to **Asvéstis**, 1¼ mile, pop. 260, then N. and NE. to **Dereli**, 6½ miles (see Route 22 C, mile 27¾); thence NW. to **Kaítsa**, 9 miles (see below).

(2) NE. to **Paliasvéstis**, 1 mile, and NNE. to **Kaítsa**, 6 miles, pop. 1,100; thence N. down a tributary valley of the Pentámylos (see Route 29, mile 42),

miles

across main stream, and, after crossing a ridge, steeply down to **Káto Agóriani** (see Route 22 C, mile 34 $\frac{3}{4}$).

Path goes NW. for about 1 mile, then N. down the valley of a considerable stream, crossing the boundary between the provinces of Phthiotis-Phocis and Trikkala.

- 31 Path divides : one branch goes NNE., leaving the valley, to **Áno Dranista**, 33 $\frac{1}{2}$ miles, pop. 390, with hot sulphur springs ; another goes NE. along the E. slopes of Mt. **Xerovouni**, alt. 2,418 ft., to **Káto Dranista**, 35 miles, whence to **Sophádes** as in Route 29.

Path continues N. down the valley.

- 33 **Smókovo**, pop. 430. Path is now well above l. bank of the stream. The sulphur baths of Smókovo (P.T.O.) are 3 miles to the W. in the valley of a stream flowing NE. to join the Pentámylos above Chalambrézi (see below).

- 34 **Pentámylos** river joins the stream from the E. Together they continue N.

- 36 $\frac{1}{2}$ **Chalambrézi**, pop. 520.

- 37 **Tsamási**, pop. 170. Path is now going down the northern foot-hills, towards the plain.

- 40 $\frac{1}{2}$ **Phília** in the plain, pop. 270. From here the route is a cart-track, unmetalled, but passable for wheeled vehicles in dry weather, like all the tracks of Thessaly.

Branch track goes N. along the r. bank of the river to Sophádes, 7 $\frac{1}{2}$ miles.

Track goes NW. across the flat plain.

- 41 Branch track N. to **Kaznési**, 2 miles (see Route 29, mile 57).

Track crosses the Pentámylos by ford.

- 41 $\frac{1}{2}$ **Kouvanádes**, pop. 340. Many villages to r. and l. of the track.

- 43 Track crosses **Lípsimos** river.

miles

45½	Kalliphône , pop. 580. Track goes NNW.
47½	Bridge over a river. Zaïme to l., pop. 230.
49¾	Róúsou , alt. 525 ft. Track joins path from Karpenési to Kardítsa (Route 49 A, mile 47½), and goes N. along it. Track becomes a road, and crosses Karóúmbalis by bridge.
52¼	Road crosses railway, and passes some barracks.
53	Kardítsa (see Route 31, mile 62).

ROUTE 24

LAMÍA—HALMYRÓ—VÓLO

None of the tracks between these towns are much used, as the natural means of communication is by sea. But they have been used by troops, and are of some importance, especially as from Halmyró there is an easy cart-track to Velestíno in the plain of Thessaly (see Route 28). Between Lamía and Halmyró is the highest and wildest part of the Othrys range, the chief peaks being, from W. to E., Kátti (almost due N. of Stylís), alt. 4,971 ft., Hágios Elías, alt. 5,558 ft., Mavríki, alt. 5,177 ft., and Gerakovoúni, alt. 5,662 ft., the highest peak of Mt. Othrys. It is all very difficult country, and towards the end of the nineteenth century was still the occasional resort of fugitives from the law. Route A is the longest, but the easiest, keeping to the coast-line and not ascending to any great height. It also goes through the best-populated part of the district. Route B keeps to the W. of the main summits of Othrys, Route C to the E. of them. Both are very difficult mountain paths. In the war of 1897 Greek troops, with mountain artillery, went from Halmyró to Lamía by Routes A and C, after the retreat of the main Greek army from Domokó (see Route 22 A). From Velestíno the greater part of the Greek troops retired to Halmyró by Route 28; some went to Vólo and thence to Halmyró by

Route A ; field artillery had to go to Vólo and thence by sea to Stylís. The defence of the passes on Route B was regarded as important by the Greeks, to prevent the Turks getting in between their forces at Domokó and Halmyró.

A. *Via* GARDÍKI AND PTELEÓ, 81 miles

A carriage-road as far as Stylís (mile $11\frac{1}{2}$), thence an easy cart-track and path along fairly level ground to Gardíki (mile $28\frac{1}{2}$); afterwards it is more difficult as the mountains descend straight to the sea, and the path at times goes along the slopes above the coast, at times turns inland. A telegraph line goes along this route as far as Glýpha (mile 35).

miles

- | | |
|-----------------|---|
| 0 | Lamía. Route leaves E. by the road to Stylís along the foot of the hills. The railway runs nearly parallel and S. of the road. |
| $1\frac{1}{2}$ | Sarmousaklí 1 mile S. of the road, pop. 620. |
| 3 | Megále Vrýsi , pop. 200. The ground here is often marshy. |
| 8 | Road crosses stream. Village of Avláki up the valley NW., pop. 180. |
| 9 | Branch road SE. to Hágia Marína , 1 mile, pop. 590, an open but safe roadstead, off which is the best anchorage in the gulf, 10 to 15 fathoms. The railway runs along the coast from here to Stylís. |
| $11\frac{1}{2}$ | Stylís , pop. 1,950, P. T. O., C. H. The chief port of Lamía. An iron wharf extends 460 ft. from the village, and on it are some steam cranes. Stylís can be reached only by vessels drawing less than 16 ft. of water. From here the road becomes a good cart-track, still going E. and keeping about a mile from the coast, beneath the hills. |
| $17\frac{1}{2}$ | Echinós , alt. 184 ft., pop. 320. Track becomes a path and goes through a large olive grove and past vineyards. It approaches close to the sea and goes over a low hill. Lower slopes of Mt. Othrys to the |

miles

l. of the path are mostly covered with shrubs and low trees ; the upper slopes are wooded.

21½ **Ráchais** to N. of path, pop. 550, P. O. Hill of **Víglá**, alt. 279 ft., between path and the sea, forming Cape Góúnari.

Path goes NE. and gets farther from the coast.

24 Path goes between low hills ; **Tápia**, alt. 643 ft., to the S., forming Cape Tápia.

26½ Path reaches the sea again at the foot of a hill, where there are a few houses and a cháni at the head of the open bay of Gardíki ; thence N. by carriage-road.

28½ **Gardíki**, alt. 581 ft., pop. 1,400, P. T. O., C. H. Anchorage at the head of the bay in 14 fathoms. Vineyards E. of the village.

Path turns E. crossing the small plain. Boundary between the provinces of Phthiotis-Phocis and Lárissa.

32 **Souvála**, alt. 213 ft. Path gets into hilly country, with bushes and occasional trees on the rocky slopes, and continues E. **Vráchos** immediately to the N., alt. 1,502 ft., **Stravótsali** to the S., alt. 1,001 ft. ; alt. of path between them 951 ft.

35 Path reaches coast at **Glýpha**, a small hamlet, and turns N., leaving the telegraph line to follow another path along the coast, and cutting across the peninsula of **Tragovóuni**, that ends at Cape **Stavrós** and forms the W. side of the entrance to the gulf of Vólo. Path goes over rough country.

38½ Path reaches coast again at the head of bay of **Pteleó**. Port of Pteleó, with two small piers for embarking the copper ore which is obtained from the neighbouring mines in small quantities. There is an alternative path from Gardíki, a little shorter, going NE. by **Hágioi Theódoroi**, pop. 200, and joining present path at this point.

miles

Path skirts the bay for some time, then turns inland up a valley.

47 **Pteleó**, pop. 1,260, P. T. O. Path turns NW., crosses a ridge, and descends down a valley to **Sourpi**.

52 **Sourpi**, pop. 1,850, P. T. O. A carriage-road goes N. down the valley of the **Salamvriá** river till it reaches the coast at the head of the bay of **Sourpi** 4 miles, and continues along it NE. to **Néa Mitzélla**, $6\frac{1}{2}$ miles, where coasting steamers call (pop. 1,000, P. T. O., C. H.).

55 Route leaves carriage-road ; cart-track hence NW. across the plain.

57 $\frac{1}{2}$ **Kephálosi**. Track continues NW. and crosses the **Xeriás** river by ford.

61 **Halmyró**, alt. 164 ft., pop. 6,400, P. T. O., C. H., gendarmerie ; about $2\frac{1}{2}$ miles from the coast, which is marshy. There is a small port, the **Skála**, with a pier, to which a carriage-road leads from the town. $\frac{1}{4}$ hr. S. of Halmyró is **Efzeinouópolis**, pop. 800, P. T. O., a settlement of Greek refugees from Bulgaria. Tobacco is much cultivated in the plain. The normal means of communication between Halmyró and Vólo or Athens is by sea.

From Halmyró to Vólo the route follows the coast. It is a cart-track as far as **Áketsi**, where the track to **Velestíno** (Route 28) branches off, and after this a path. Mountain artillery, with infantry, was brought by the Greeks by this route from Vólo to Halmyró in 1897.

62 $\frac{1}{2}$ **Kourpháli**, pop. 550. Small wood W. of the village.

64 $\frac{1}{2}$ **Stakási**. **Aidíni** 1 mile to NW., pop. 150, P. T. O., with an agricultural school.

66 **Áketsi**, pop. 240. **Velestíno** track (Route 28) branches N.

Track goes ENE. and approaches the coast.

miles

69½

Néa Anchíalos, pop. 560, P. T. O., another settlement of refugees, from Ahillo in Bulgaria.

Track becomes a path and follows the coast, first E. as far as Cape **Angístri**, then N. till it descends to the plain S. of Vólo. All this coast is rocky, and no villages of any size are found here.

81

Vólo, about 6 hrs. from Áketsi, pop. 23,560, P. T. O., C. H., seat of Demarch and of a bishop; headquarters of gendarmerie; hospital; consulates of all the European powers. It is the port of Thessaly, with a trade increasing yearly.

The town is lighted by gas and electricity. There are two electric generating stations. Good water is got from artesian wells. Olive groves extend N. and E. of the town for nearly two miles. The port is formed by a small bay at the head of the gulf; the bay is about a mile wide, and recedes about $\frac{3}{4}$ mile, but the available space is restricted by shoal water, fronting the western and southern shore. The port is well sheltered, and disembarkation can be carried out in all weathers. It is protected by a long break-water; there is a town pier with a depth of water 18 ft., and a railway pier with a depth 20 ft. at its outer end. About 3,000 tons of coal are kept in stock. There are about 50 lighters in the port, of from 20 to 80 tons capacity. The value of the total imports for 1913 was £374,616, of which the chief items were cereals, rice, coffee, sugar, wood, textile fabrics, yarns, and wrought metals. In the same year 765 steam vessels of 419,235 tons, and 1,863 sailing vessels of 28,783 tons, entered the port of Vólo. Nearly all were Greek.

B. *Via* GOÚRA, 62 miles

Bridle-path, keeping to the W. of the main summit of Mt. Othrys. The times given are those of a traveller with

pack-animals ; mileage is approximate only, $2\frac{1}{2}$ miles to the hour.

miles	hours	
0	0	Lamía. Route leaves by Phársala road (Route 22 A) up the valley.
2	$\frac{3}{4}$	Tarátsa village, and a former quarantine-house. Here path leaves road, and crosses a valley, going E. Mt. Andínítsa , alt. 3,753 ft., to N. Path ascends NNE. up l. bank of the stream, and, rounding the summit of Mavromandéli , alt. 2,877 ft., reaches a flat upland valley. Oak woods on the slopes throughout the eastern part of the Othrys range.
10	4	Path ascends gradually N. Alt. 3,100 ft. Watershed. Boundary between provinces of Phthiotis-Phocis and Lárissa. Path descends rapidly down a narrow valley, then crosses a wider valley (alt. 2,200 ft.), that of the Chiliadótikos , a tributary of the Tsanarlés (ancient Enipeus : see Route 22 A, mile 13, and Route 31, mile 28), flowing W. and then NW. from the highest parts of Othrys. A path, used by Greek infantry, goes NW. down this valley past Neochóri (pop. 620), $\frac{1}{2}$ mile, Avarítsa (pop. 570) on l. and Chiliadoú (pop. 660), $3\frac{1}{2}$ miles, to Tracháni , 8 miles, and Domokó , about 15 miles. Path crosses low hills ; below on the left is an upland plain, alt. 1,400–1,700 ft. Path crosses several valleys, mounts a ridge, alt. 2,820 ft., and reaches Goúra.
20	8	Goúra , alt. 2,490 ft., pop. 1,250, P. T. O. ; an isolated village in wild and very sparsely

miles	hours	
		populated country. Copper is found on these mountains.
		Path winds in NNE. direction, over the uninhabited mountains, over a ridge, alt. 3,380 ft. (from which Mt. Olympus is visible in the far north). All the streams flow W. to the Tsanarlés.
26 $\frac{1}{4}$	10 $\frac{1}{2}$	Alt. 3,300 ft. Another ridge, from which the plain of Halmyró is visible. Streams now flow E. into the gulf of Vólo.
31	12 $\frac{1}{2}$	Path descends the valley of one of these. Genitzéki , alt. 1,017 ft. Kelemeli $\frac{1}{2}$ mile to W., pop. 170, P. T. O.
		Path now goes E., descending rapidly. The surface is rocky almost up to the town itself.
42	16	Halmyró , alt. 164 ft.
62	24	Vólo (see Route A).

C. *Via* GARDÍKI AND VRÝNENA, 74 miles

A rough bridle-path going E. of the main summits of Othrys. It is the same as Route A as far as Gardíki (mile 28 $\frac{1}{2}$). A telegraph line follows the path from there to Halmyró. The times given are those of a traveller on foot with pack-animals. The distances are approximate only, 2 $\frac{1}{2}$ miles to the hour, over the mountain country.

miles	hours	
0	0	Lamia . Route A is followed as far as Gardíki (time reckoned at 3 miles an hour).
28 $\frac{1}{2}$	9 $\frac{3}{4}$	Gardíki , alt. 581 ft. Path goes NW. over a ridge.
29	10	Alt. 604 ft.
31 $\frac{1}{2}$	11	Alt. 361 ft. Machalás on a hill to the r.
		Path goes N., ascending very steeply. It crosses the valley of the stream that flows E., then S. to the sea near Gardíki; then

miles	hours	
		ascends again. The stream is the boundary between the provinces of Phthiotis-Phocis and Lárissa.
35 $\frac{1}{4}$	12 $\frac{1}{2}$	Gávriani , a small hamlet near the headwaters of another branch of the stream mentioned above.
		Path continues N., then NE., over a ridge, then descends to the valley of the Salamvriá river flowing E. and N. past Sóurpi to the gulf of Halmyró (see Route A, mile 52). It goes W. up the r. bank of the river for a short distance.
39 $\frac{1}{2}$	14 $\frac{1}{4}$	Hágios Ioánnes , alt. 1,430 ft. Path turns sharply NNE., crossing the stream, and ascends again gently, past some fields.
42 $\frac{3}{4}$	15 $\frac{1}{2}$	Vrýnena , alt. 1,830, pop. 1,000, P. T. O. Path descends again rapidly, NW., to the valley of a stream flowing N. from near the summit of Gerakovoúni; and crosses the stream by a bridge, alt. 690 ft. Village of Kokotí high up on the hills to W., pop. 500, P. T. O. Path continues NW. over a ridge, above the r. bank of the stream, to a tributary stream, which is also crossed by a bridge, alt. 500 ft. Village of Kophoi on the hills to W., pop. 260, P. T. O. Path then goes N. above the l. bank of the valley, which soon opens out.
51 $\frac{1}{2}$	19	Plátanos , alt. 500 ft., pop. 1,000; situated on a hill, just above the plain, near a large spring. Path descends gradually to the plain, going N., crosses the Xeriás river by ford, and reaches Halmyró.
54	20	Halmyró , alt. 164 ft.
74	28	Vólo (see Route A).

ROUTE 25

TRÍKERA—VÓLO, 43 miles

This route is of little importance, being used entirely for local traffic. It is a rough bridle-path as far as Lechónia (mile 35), and a carriage-road from there. It starts from the extreme end of the peninsula of Tríkera, Cape Kavouília, and follows the long and narrow peninsula on the E. side of the gulf of Vólo, formed by the southern part of the Pelion (Plessídi) range. The highest peak of this range lies ENE. of Vólo, and is 5,308 ft. high. Most of the villages lie on the western slopes, facing the gulf. The latter part of this route goes through what is known as the Twenty-four Villages, a well-populated and prosperous district, E. of Vólo, long famous for its schools and its industry.

miles

- | | |
|-----|---|
| 0 | Tríkera , pop. 1,530, P. T. O., C. H.
Path leaves E., gradually turning ENE. along the ridge between the gulf of Vólo and the channel of Tríkera. |
| 7 | Alt. 426 ft. |
| 9½ | Path goes over a very narrow neck of land, 1 mile long, to the peninsula of Pelion . |
| 13½ | Láfkos (5 hrs. from Tríkera), pop. 2,040, P. T. O. ; with a small port, Melína , about 1 hour's distance on the coast (C. H.).
Branch path E. in 1 hr. to Promýri , pop. 1,290, P. T. O.
Path turns N. |
| 18 | Argalasté (1½ hr. from Láfkos), pop. 2,300, P. T. O. |
| 20½ | Niáou , pop. 640. |
| 23 | Neochóri (2 hrs. from Argalasté), pop. 1,300, P. T. O. |
| 28 | Meliés (2 hrs. from Neochóri), pop. 2,040, P. T. O. ; with a hospital. Considerable silk industry.
Light railway to Vólo (see <i>Railways</i> , Route VII). |

miles

Branch path WSW. to the small port of **Kalá Nerá**, $2\frac{3}{4}$ miles, pop. 250, P. T. O., C. H.

Branch path N. to **Tsangaráda**, $1\frac{1}{2}$ hr., pop. 1,650, P. T. O., and **Móuresi**, $2\frac{1}{4}$ hrs., on the Aegean coast, pop. 1,130.

Path goes E. by N.

29 **Vyzítsa**, pop. 700.

30 **Pinakátes**, pop. 790. Path goes SW. and descends to the coast at Lechónia.

35 **Lechónia**, pop. 1,000, P. T. O., C. H. Small quay with about 15 ft. of water alongside.

Branch path goes NE. to **Karabási**, $\frac{3}{4}$ hr., pop. 1,280, P. T. O., thence E. to the village of **Hágios Geórgios**, or N. to **Hágios Lavréntios**, $1\frac{1}{2}$ hr., pop. 3,770, P. T. O., thence to **Drákia**, $2\frac{1}{4}$ hrs., pop. 2,740, P. T. O., and thence W. to **Portariá**, 3 hrs., pop. 3,240, P. T. O. There is a large sanatorium on the mountain-slopes above Portariá. From Drákia a path goes ENE. over the central ridge to **Kissós** on the Aegean coast, $1\frac{1}{2}$ hr., pop. 1,520, P. T. O., C. H.; whence a path goes along the coast to **Anélio**, pop. 650, **Makryráchi**, pop. 800, and **Zagorá** (see below), $4\frac{1}{2}$ hrs. From Portariá there is a path NW. to **Makrynítsa**, 2 miles, pop. 3,200, P. T. O.; there are roads from Makrynítsa and Portariá to Vólo. From Makrynítsa a path goes ENE. along the slopes of Mt. **Plessídi** to **Zagorá** on the Aegean coast, pop. 3,310, P. T. O., C. H. (see Route 27 B, under mile 21); a rich village, many of whose inhabitants go to Egypt as merchants. Communication with Makrynítsa and Vólo is cut off during the winter on account of the snow on Mt. Plessídi.

Path becomes a road and descends to the coast.

miles	
37	Agriá , pop. 1,000, P. T. O. Road now follows the coast, along level ground for some distance, then skirting the base of a high hill, then over a plain.
43	Vólo (see Route 24 A, mile 81).

ROUTE 26

VÓLO—LÁRISSA, 36 miles

This used to be a good carriage-road, but, since the building of the railway, has been allowed to fall into disrepair. In 1897 the Turks brought transport wagons and field artillery along it after rain, and the Greeks took field artillery by it from Velestíno to Vólo without any difficulty ; but the part of it that goes through the plain of Lárissa is marked on the Greek Staff Map as a cart-track. It is, however, possible to motor along it in all weathers, though it is rough in places. At first it crosses the low hills that shut off Vólo from the Thessalian plain ; these are bare and very rocky, but there are no steep gradients. Near Velestíno it reaches the plain, and thence goes over level ground all the way. The railway line runs close to the road for the whole distance. The plain is bounded on the W. by the low, mostly cultivated, hills which separate it from the W. plains of Thessaly and across which go the roads from Phársala and Kardítsa to Lárissa (Routes 22 and 49) and the railway from Athens ; on the E. it is bounded by the steep slopes of Mts. Pelion and Ossa. The highest point of this part of the Pelion range (Mávro Voúni, almost due E. of Lárissa) is 3,458 ft. high ; Ossa (Kíssavo), between Pelion and Tempe, is 6,490 ft. high. The slopes are mostly wooded. The ground at the foot of Mt. Pelion is considerably lower not only than the base of the low hills W. of the plain, but also than the level of the Peneios (at the foot of Pelion the level is from 155 ft. on the N. to 140 ft. on the S. ; at the western end of the plain it is about

280 ft.; the level of the Peneios N. of Lárissa is 210 ft.), so that streams coming from the W. and N. and the torrents of Pelion find no outlet to the sea, and form here the Lake of Kárla (ancient Boebeis), a large sheet of water N. and NE. of Velestíno and extending NNW. as a marsh as far as the Lárissa-Agyiá road (Route 27 B). The chief streams that feed it are the Kousbasaniótiko Révma from the W. hills, flowing across the plain (see mile 28½); the Asmáki on the NW.; a copious spring at Hágios Nikólaos on the Lárissa-Agyiá road (Route 27 B, miles 28 and 34½); and the Derés, which flows from the upland plain of Agyiá. They all enter the marsh at the NW. end. The marsh mostly dries up in summer, and can be crossed by paths; but the lake always keeps water.

A path goes along the E. shore at the foot of Pelion past Kápourna, Kanália (pop. 1,400, P. T. O.), Alíphaklar, and Kastri to Hágios Nikólaos on the Lárissa-Agyiá road (Route 27 B, mile 28), crossing the streams by bridges.

A scheme for draining the lake was started in 1914, but owing to the war nothing has been done.

The rest of the plain is well cultivated, but almost entirely bare of trees except in the villages and the wood at Velestíno. Almost all the villages are miserable collections of huts, of one story only, built of unbaked bricks. Though the soil is so fertile the peasants are very poor, all the land belonging to absentee landlords, who do nothing for the land. As there are no hedges or ditches the fields can be crossed at will in dry weather; and numerous cart-tracks connect all the villages. The normal means of transport in Thessaly, as in Macedonia, is the ox-wagon (not found farther S. owing to the mountainous and rocky nature of the country), for which the cart-tracks are well suited. A prominent feature of the plain is the number of *magoules*, or tumuli (the sites of prehistoric villages), that are dotted here and there over the plain. They are generally of an oval shape, about 100 to 150 ft. long, and from 20 to 30 ft. high, standing conspicuously out from the flat plain around.

miles

- 0 **Vólo.** Road leaves the town near the station and goes W. Railway is on r. of road. Both ascend a stony valley, and enter the defile of **Piláph Tepé**. There are traces of the ancient road alongside the present one at many points. Road and railway cross each other several times.
- 5½ Summit of defile. Stone quarries; **Latomeíon** station, alt. 450 ft. Road begins to descend. Mt. **Ovriás Gála** on r.
- 7¾ Road enters plain and turns NW., as a track. Branch road W. to **Velestíno**, and thence to Halmyró and to Tríkkala (Routes 28 and 31). Wood N. of **Velestíno**.
- 11½ **Rizómylo**, alt. 250 ft., pop. 900.
- 17 **Kerlí**, pop. 600, P. T. O.
- 19¼ **Chatzómbasi**, alt. 190 ft., pop. 270.
- 22¼ **Sakalár** on r. of road, pop. 270.
- 24½ **Tsoulária**, pop. 350, P. T. O.
- 25¾ Track NNW. to **Sartzilár**, 3 miles, pop. 540, crossing the Kousbasaniótiko by a bridge just S. of the village. Thence a road NNW. to the Lárissa-Agyiá road, 6¾ miles, which it joins near the bridge over the Asmáki (see Route 27 B, mile 34½).
- 28½ Track crosses **Kousbasaniótiko Révma** by a bridge; **Kaváki Magoula** on l. of track. Track goes WNW.
- 29¾ Branch carriage-roads :
 (1) S. to railway station, 1½ mile, and **Maímoúli** (see Route 28, mile 31), 3 miles.
 (2) N. to **Topouslár**, ½ mile, pop. 1,690, P. T. O.
- From here it is possible to follow the direct track to Lárissa, or go by carriage-road through Topouslár as follows :
- | | |
|-------|---|
| miles | |
| ½ | Topouslár. The road goes W. through this very scattered village. |
| 2¾ | Metesilí , pop. 450. Road turns N. |

miles	miles	
	4	Road joins Lárissa—Agyiá road (Route 27 B), and goes W. by S. along it.
	8	Lárissa.
		Direct road continues WNW., leaving Metesilí on the r., about 1 mile away.
34 $\frac{3}{4}$		Arapádi ke Magoúla on r. of road.
35 $\frac{1}{4}$		Road crosses Salonica railway, and reaches the outskirts of Lárissa.
36		Lárissa , alt. 230 ft.

ROUTE 27

TSÁGEZI—LÁRISSA

A. *Via TEMPE DEFILE*, 30 miles

For ordinary purposes of commerce this is the easiest entrance into the plain of Thessaly, as it is fairly level the whole way. It is therefore the route taken by the railway from Salonica to Lárissa. But as there is no road, but only a very rough track, along the coast north of the mouth of the Peneios, the road through the defile is used only for local traffic. The defile itself is so long and narrow, and its sides so precipitous, that it is very easily defensible; and few attempts to invade Greece have been made by this route. The river cannot be forded in the defile; but there are wooden bridges at either end. Within the pass the road goes along the S. or r. bank of the river, the railway along the N. or l. bank. Both have had to be cut out of the cliff side at many points. There are mule-tracks by which the pass could be turned, across both Olympus (highest peak 9,793 ft., N. of the old frontier) to the N. and Ossa (highest peak 6,490 ft.) to the S. of Tempe. These two mountains are well wooded, and very steep; only a short distance from the sea there are summits from 4,000 to 5,000 ft. high.

Tságezi lies at the extreme southern end of the alluvial

plain formed at the mouth of the Peneios, on the coast, at the angle where the slopes of Ossa come down to the sea. South of it there is no level coast-land, except small isolated plains, and no good harbours all down the Aegean coast of Thessaly as far as Tríkera (Route 25). The plain of Tságezi has a sandy coast-line, but is covered with trees farther inland. On the N. bank of the river it is very marshy just E. of Pyrgetó (see mile $7\frac{1}{4}$). The road is metalled, except for about two miles, E. and W. of Laspochóri (mile $5\frac{1}{2}$). A telegraph line follows the road.

miles

- | | |
|----------------|--|
| 0 | Tságezi , pop. 540, P. T. O.
Road goes WNW., along the foot of Ossa on the l. The Peneios follows its winding course about half a mile to the N. |
| 3 | Mountain path branches off SSW. up the steep slopes of Ossa, beneath the precipitous summits of Psilá Déndra , alt. 3,727 ft. and 4,042 ft., between that mountain and the highest peak of Ossa, to Speliá , alt. 2,608 ft., pop. 880, P. T. O., thence S. to Selítsani and Agyiá (see Route B). |
| $5\frac{1}{2}$ | LasPOCHóri , alt. 39 ft., pop. 850 ; the road is bad just here ; direction W. |
| 6 | Road approaches bank of the Peneios, and goes W. by S. |
| $7\frac{1}{4}$ | Alt. 49 ft. Wooden bridge over the Peneios. |

Branch road crosses this and turns NE., and then divides :

(1) It continues NE. as a cart-track by the side of the railway to **Pappapoúli**, the old frontier station, and thence N. to **Kateríne** (see *Handbook of Macedonia*, Route I, and *Railways*, Route II) ; this has a branch about $1\frac{1}{2}$ mile from the bridge NW. to **Pyrgetó**, $3\frac{1}{2}$ miles, alt. 538 ft., pop. 1,490.

(2) A metalled road turns NW. at Pyrgetó railway station, about $\frac{1}{4}$ mile from the bridge, and winds

miles

with many curves up the S. slopes of Mt. Olympus to **Rapsáne**, 5 miles, alt. 1,650 ft., pop. 2,140, P. T. O. ; with many vineyards on either side of the road as it ascends. Summit immediately behind Rapsáne is 3,258 ft. From here one mountain path goes N. to **Kraniá**, 3 miles, alt. 2,000 ft., pop. 760, P. T. O. ; another goes over wooded heights NW. to the upland plain of **Nezeró**, most of which is occupied by a marsh, with the village of Nezeró at its northern end, about 13 miles, alt. 3,440 ft., pop. 870 ; thence it continues in a general westerly direction to the **Melouína** pass, or to **Elassóna**, on the main road to Macedonia from **Lárisa** (see *Handbook of Macedonia*, Route 6).

Road continues W. by S. along r. bank of the Peneios.

Entrance to the defile, which at once becomes very narrow.

8½ Ruin called **Gramménó Hálas** S. of the road. A water-mill between the road and the river.

9¾ Ruined fort, **Lykóstomo** or **Kástro tes Oriás**, S. of the road.

12 Cháni of **Kokónas**, alt. 79 ft. The defile is beginning to open, and there is a valley, covered with vineyards, ascending S. to **Ambelákia** (see below).

13 End of defile. **Babá** village, alt. 72 ft., pop. 350, P. T. O.

Branch roads :

(1) In general E. direction up the slopes of Ossa with many hairpin bends to **Ambelákia**, 3 miles, alt. 1,283 ft., pop. 1,670, P. T. O., seat of a bishop ; whence a mountain track goes SE. to **Speliá** and **Agyiá** (see above, mile 3).

(2) N. across the river by a wooden bridge, and across the railway, when it becomes a path and

miles

divides. One branch goes NE. past Babá station, then up the steep slopes of Olympus to Rapsáne (see above, mile $7\frac{1}{4}$); a telegraph line follows this path. The other branch goes W. to **Balamóuti** on the r., $\frac{1}{2}$ mile, pop. 320, and **Dereli**, 3 miles, alt. 285 ft., pop. 1,610, P. T. O. From here it continues SW. above the l. bank of the Peneios as it goes through the **Mousalár** defile, to **Týrnavo** or the Meloúna pass (see *Handbook of Macedonia*, Route 7).

Main road goes SW.

13 $\frac{1}{2}$

Railway crosses river by iron bridge, and soon after crosses the road. The two go S. nearly parallel, keeping close to the mountain-slopes on the l., but leaving the river, which here flows from the Mousalár defile, on the W.

15

Road crosses railway. **Chatziómbasi**, pop. 190.

Branch track goes SSE. to **Mikró Keserlí**, 2 miles, pop. 540; **Megálo Keserlí**, 5 miles, alt. 420 ft., pop. 2,530, P. T. O., situated at the opening of a valley that descends from Speliá (see above, mile 3); then SW. to **Tóibasi**, $7\frac{1}{2}$ miles, pop. 550; thence by carriage-road rejoining main road at mile 25.

Road crosses railway again and continues S. by W., going through vineyards: the railway is now on the r.

17 $\frac{1}{2}$

Makrychóri $\frac{3}{4}$ mile to the W., alt. 200 ft., pop. 780, P. T. O. Mt. **Korakópetra** to the W. (S. of the Mousalár defile: see above, mile $13\frac{1}{2}$), alt. 1,939 ft., and a hill **Douramáni** on the E., alt. 630 ft.

19 $\frac{1}{2}$

Alt. 302 ft. Road crosses railway. Mt. **Drachmáni**, alt. 1,338 ft., continues for some distance on the l. All these heights are bare and rocky.

22

Alt. 230 ft. Road makes a bend to the E., keeping

miles	
	close to the hills, to avoid the marsh of Kará Tsair , then crosses it by an embankment, and goes SSW. again.
	Road in poor condition just here.
25	Branch road from Keserlí comes in from NE. (see above, mile 15). Road crosses Asmáki river, flowing W. to Lake Kárla (see Route 26, introduction), by a bridge, alt. 207 ft.
28	Road crosses railway. Peneios is now close on the r.
30	Lárisa , alt. 230 ft.

B. *Via* AGYIÁ, 41 miles

A bridle-path (in parts a made track) over the wooded slopes of **Ossa**, keeping E. and S. of the main summit, as far as **Agyiá** (mile 21). Thence a good carriage-road to **Lárisa** across the plain. There is communication along this road by motor-omnibus. From **Agyiá** an easy track goes over the low ridge connecting **Ossa** and **Pelion** down to the coast, where there is a small open beach, with a sandy shore, at the mouth of the **Agyiókampo**, a mountain torrent.

miles	
0	Tságezi . Path goes SE., ascending well above the coast.
3½	Karyítsa , alt. 820 ft., pop. 860. Path descends E. to the coast, then along it for some distance SE.
10	Path turns S. inland up the valley of the Paliouriá stream.
13½	Alt. 650 ft. Path leaves valley and goes over a ridge SSW.
17	Athanáte , alt. 1,150 ft., pop. 1,490. Path goes SW. descending rapidly.
21	Agyiá , alt. 650 ft., pop., with Tourkochóri and Rétsani to the W., 4,150, P. T. O., gendarmerie;

miles

considerable cotton and silk industries ; many vineyards.

The town is situated on an upland plain forming a kind of gulf in the slopes of Mt. Ossa, with the bare hill of **Aëtó** (alt. 955 ft.) as an island in the middle, and sloping fairly rapidly S. and W. into the plain of **Lárisa**. The stream **Derés** flows through this plain into the marsh NW. of Lake **Kárla** (see Route 26). Village of **Nivóliani**, alt. 2,000 ft., pop. 840, lies 2 miles to N. on the mountain-slopes.

Branch paths :

(1) A road was begun, and built for 2 miles, SE. across the plain, descending first to 436 ft., and then over a low spur, alt. 490 ft., down to the valley of the **Potamiá** stream, $3\frac{1}{2}$ miles, alt. 312 ft., flowing NE. from some spurs of **Mávro Vouíni** (see Route 26); the road was then intended to turn NE. down the valley, till it entered the valley of the **Agiánni Révma**, flowing from **Nivóliani**, 6 miles. A path comes from **Agyiá** more directly over a ridge 820 ft. high to this point ; from here it descends easily down the widening valley to the coast. There is a belt of flat land with a sandy shore here, where a landing could be made in calm weather.

(2) Path SE. across the mountains and along the Aegean coast to **Zagorá** (see Route 25, under mile 35). The mountains are thickly wooded, and the slopes down to the Aegean very steep.

From the point where the above path reaches the **Potamiá**, $3\frac{1}{2}$ miles, it continues SE. to **Skéti**, 5 miles, alt. 987 ft., pop. 580, across the valley of a stream to **Polydéndri**, 8 miles, alt. 950 ft., pop. 140, T. O., thence down to the coast and along the steep slopes that come right down to the sea, crossing a stream near its mouth by a bridge, to a water-mill and a coast-

miles

guard station at the mouth of a torrent, 13 miles ; at the head of its valley, 2 miles inland, is **Skléthro**, alt. 1,380 ft., pop. 680, P. T. O. Continuing along the coast for a short distance, then turning S. inland, the path reaches **Keramídi**, $16\frac{1}{2}$ miles, the chief place in this mountainous district, alt. 1,014 ft., pop. 1,210, P. T. O. Paths cross Mt. Pelion westward from Skléthro and Keramídi to the plain of Lárissa. The mountains now become more precipitous and the path very difficult ; it goes SE. for the most part well above the coast, past **Véneto** and **Porí** (pop. 640) to **Zagorá**, about 32 miles.

From Agyiá there is a carriage-road to Lárissa ; it starts WSW. through vineyards, N. of the hill of Aëtó, through a narrow pass (alt. 400 ft.) formed by it and the S. slopes of Ossa.

25½ **Gerakári**, alt. 272 ft., pop. 280. **Dógani** 1 mile to the S., pop. 460.

Road continues along the mountain-slopes on the r. The plain on the l. broadens.

28 Shrine of **Hágios Nikólaos ho Phoniás**. Copious springs sending their water S. into the marsh and to Lake Kárla.

Road goes W. and enters the plain of Lárissa ; the ground is covered with reeds and marshy in winter.

31 Alt. 167 ft. Road turns WSW.

32 **Karalár**, pop. 200. Branch track NNE. to **Marmáriani** on the foot-hills of Ossa, $3\frac{1}{2}$ miles, pop. 430.

34½ Road crosses **Asmáki** river, flowing W. to Lake Kárla, by a stone bridge, alt. 197 ft.

Branch road SSE. to **Sartzilár**, $3\frac{3}{4}$ miles (see Route 26, mile 25¾).

37 Branch road S. to **Metesilí** and **Topouslár** (see Route 26, mile 29¾).

40½ Road crosses Salonica railway.

41 **Lárissa**, alt. 230 ft.

ROUTE 28

HALMYRÓ—VELESTÍNO—LÁRISSA, 38½ miles

This is an easy track, going over low hills only, and forming one of the best entrances from the south to the plain of Thessaly. The main body of the Greeks at Velestíno, in the war of 1897, retreated this way, with mountain artillery (75 mm.), but the field artillery had to go to Vólo, by Route 26, and thence to Stylís by sea. From Velestíno to Lárissa the usual way would be by Rizómylo and the road from Vólo to Lárissa (Route 26); an alternative track is given below, that keeps W. of the railway. It is not so good as the other, but is passable in dry weather for wheeled vehicles and artillery.

miles

0 **Halmyró.** From here to mile 5 track follows Route 24 A, miles 61–66.

5 **Áketsi** (see Route 24 A, mile 66). Track to **Vólo** branches off NE. along the coast.

Route goes NNW. over low hills, the **Tsiragiótika Vouná**, and descends.

10½ Track crosses Vólo–Tríkkala railway at **Persephlí** station, alt. 577 ft. It ascends again to cross the SE. spurs of **Mávro Vouíni** (Kará Dagħ), going N.

11 Track joins Vólo–Tríkkala road (see Route 31, mile 14¼), and goes along it N. as far as Velestíno.

14¼ **Velestino** in the E. plain of Thessaly, alt. 260 ft., pop. 2,050, P. T. O. A road goes NNE. to the railway station, 1 mile, and thence N. to **Rizómylo**, 3½ miles; whence to Lárissa (Route 26, from mile 11½). Road to Vólo branches off E.

Track goes NW. between the railway on the r. and the low hills which separate the E. and W. plains of Thessaly on the l.

22½ **Abdoulár** to the l., pop. 370.

miles	
24	Kililér , alt. 236 ft., pop. 420. Station $1\frac{1}{2}$ mile NNE.
31	Maimouli on r. of road, alt. 272 ft., pop. 1,200, P. T. O. Carriage-road thence N. to railway station, $1\frac{1}{2}$ mile, and Topouslár , $3\frac{1}{2}$ miles (see Route 26, mile $29\frac{3}{4}$).
$31\frac{3}{4}$	Bridge over Kousbasaniótiko Révma .
38	Track crosses Vólo railway E. of Lárissa station.
$38\frac{1}{4}$	Track crosses Salonica railway.
$38\frac{1}{2}$	Lárissa , alt. 230 ft.

ROUTE 29

HALMYRÓ—DOMOKÓ—SOPHÁDES, 61 miles

Bridle-path, not much used for ordinary traffic, but of some importance as forming in the first place a connecting link between the strong defensive position of Domokó and Halmyró. It was, however, a difficult path for infantry in the war of 1897. It crosses the paths E. of Domokó mentioned in Route 22 A, under mile $36\frac{1}{2}$. From Domokó to Sophádes in the Thessalian plain the path goes down the valley of the Pentámylos river, and by this route infantry and mountain artillery could go, to turn the Domokó position from the W. It is only a mountain path, but presents no special difficulties. Distances are approximate only.

miles	
0	Halmyró . Path goes E. by the same way as Route 24 B, ascending gradually.
5	Path bifurcates.
	(a) <i>Via KISLÁR</i>
	(The Northern Branch)
	Path goes slightly N., then W., then ascends NW. steeply to Basíti.
14	Basíti , a small hamlet on the steep southern slopes

miles

of Mt. **Kará Boutáki** (summit to the N. 2,605 ft. high). Path turns W. and descends to the valley of the **Tsanarlés** river, which it crosses by a ford, and then at once turns SW., ascending the northern slopes of a mountain, whose summit lies to the l. of the path, alt. 2,031 ft.

- 18 **Kislár**, a hamlet, on the track from Tsikerlí to Palió Dereli (see the branch track mentioned in Route 22 A, under mile 36½).

Path goes W. to Koutseli.

- 21 **Koutseli**. Path goes SW.

- 26 **Karatzíoli**.

(b) *Via TABAKLÍ*

(The Southern Branch)

- 11 **Genitséki**, alt. 1,017 ft. (see Route 24 B, mile 31). Path goes N., then W., over very difficult country. Mt. **Lykoráchi** to the S., alt. 2,851 ft. A little farther another ridge close to the path on the S. is 2,454 ft. high.

- 21 Path crosses the Tsanarlés river by a ford and turns NW.

- 21½ **Tabaklí**.

- 24 **Karatzíoli**.

[Mileage continued from Route (a).]

- 29 **Vouzi**, where path issues from the mountain country (see the branch track on Route 22 A, mile 20½). Thence by a good cart-track W. to Domokó.

- 34 **Domokó**. An alternative route from Domokó goes N. by the main road as it descends to the plain (see Route 22 A, mile 20½), and then leaves it to strike NW. across the plain, crossing the **Domokítikos** river W. of **Bekrilér** (see Route 22 C, mile 42) by a bridge, and going by **Karalár** by a metalled road to **Pazaráki**, pop. 200; thence a track again to Sophádes, 21 miles.

miles

Route proceeds S. by the carriage-road for $\frac{3}{4}$ mile, then leaves it going SW. by path to Omvriaké.

37 $\frac{1}{2}$ **Omvriaké.** Path becomes a track and proceeds S., then W. with Lake Daouklí to the S.

40 $\frac{1}{2}$ **Panagiá.**

42 Route crosses path from Mochlóuka pass to Phársala, near the bridge over the **Pentámylos** (Sophadítikos) river, which is on the l., alt. 1,410 ft. (see Route 22 C, mile 29 $\frac{1}{2}$). Track becomes a path.

Path proceeds NW. down the narrow valley, on the r. bank of the river. Mt. **Koúmaros**, alt. 2,584 ft., on the r. Path crosses boundary between the provinces of Lárissa and Tríkkala.

48 $\frac{1}{2}$ **Káto Dránista** on the opposite bank (see Route 23, mile 31). Path here leaves the river, which turns W., and goes NW. over a low ridge (hill to the r. 1,926 ft. high), then N. down an open valley.

54 Path reaches the plain. From here path becomes a good cart-track again, continuing N. across the plain. **Phília** (see Route 23, mile 40 $\frac{1}{2}$) 2 miles to the W.; **Aslanár** 1 $\frac{1}{2}$ mile to the E., pop. 480, P. T. O.

55 $\frac{1}{2}$ **Mavrachádes** 1 mile to W., pop. 650.

57 **Kaznési** 2 $\frac{3}{4}$ miles to the W., pop. 600, P. T. O.

61 **Sophádes**, alt. 371 ft., pop. 2,400, P. T. O.; situated on the l. bank of the Pentámylos river (see above, mile 42), which here flows N. to join the Tsanarlés. Railway station on the Vólo—Tríkkala line N. of the town.

ROUTE 30

HALMYRÓ—PHÁRSALA, 27 $\frac{1}{2}$ miles

This is a bridle-path, fit for infantry and mountain artillery; it does not rise to any great height, going over the western spurs of the Tsiragiótika Mts. (see Route 28), that lie to the S.

of the valley in which runs the Vólo–Tríkkala railway between Velestíno and Phársala.

miles

- 0 **Halmyró.** Path goes W., but soon turns WNW., ascending gradually into barren hill country.
- 6 $\frac{3}{4}$ Bridge over the **Cholórevma**.
- 9 $\frac{1}{4}$ Route bifurcates.

Branch path turns off WNW., forming an alternative track to Phársala; it goes through the broken hill country W. by S. of Phársala. Distances from Halmyró as follows:

miles

- 14 **Ketiki**, pop. 160 (to be distinguished from Kitiki, the village NW. of Domokó on the track from Karatzióli to Phársala mentioned in Route 22 A, under mile 36 $\frac{1}{2}$). Branch path NW. to Anabaklí (see below, mile 17 $\frac{1}{4}$ of main route).
Path goes W. Mt. **Neraïditi** on the r., alt. 1,358 ft.
- 17 Path turns N. down the r. bank of the Tsanarlés river.
- 18 Path turns W. and crosses the river by a ford.
- 18 $\frac{1}{2}$ **Koulouklóbasi**. The country here is very broken.
- 22 **Káto Siaterlí**, pop. 360 (see Route 22 A, under mile 36 $\frac{1}{2}$).
Path goes NW., then W., descending rapidly to Phársala.
- 27 $\frac{1}{2}$ **Phársala**.

Path goes NW., still ascending.

- 15 $\frac{1}{4}$ **Inelí**. **Tsanglí** 1 mile to the E., pop. 110. Path gradually bends round to the W., and descends to the open valley of the **Tsanarlés**.

miles	
17 $\frac{1}{4}$	Anabaklí 1 $\frac{1}{2}$ mile to the S. on the hills, pop. 160.
18	Path from Vólo road comes in from NE. (see Route 31, mile 21 $\frac{3}{4}$).
19 $\frac{1}{2}$	Path crosses Tsanarlés river by a ford. Path continues W. Hill to the S. 1,115 ft. high. The river bends round to the W. and flows about 1 $\frac{1}{2}$ mile N. of the path, which now becomes a cart-track.
21	Káto Dereglí.
24	Mt. Sourlá to the l. of the track, alt. 1,407 ft. Track bends round to the S.
27 $\frac{1}{2}$	Phársala.

ROUTE 31

VÓLO—PHÁRSALA—KARDÍTSA—TRÍKKALA, 79 miles

This route is not in much use, as it has been superseded for all through traffic by the railway. The first part of the way is the same as the Vólo-Lárisa road (Route 26); after entering the plain of Thessaly the Lárisa road branches off NW., but this road turns W. At Velestíno (mile 11) it turns S. over some low hills, going by the Halmyró-Velestíno track (Route 28); at Persephlí (mile 14 $\frac{1}{4}$) it turns W. again and continues over practically level ground for the rest of the way, at first between Mávro Voúni on the N. (alt. 2,625 ft.), and the Kassidiáris range on the S. (alt. 3,317 ft.), then across the wide western plain of Thessaly. From Velestíno it is an unmetalled track, like others in Thessaly, that is, it is made for the ox-wagons that the inhabitants use, and is fit for field artillery and light motor traffic except after a great deal of rain. The Greeks took field artillery by it from Phársala to Velestíno in the war of 1897. This section of the road is important, as it communicates between two main defensive positions of N. Greece. A portion of the road beyond Kardítsa is metalled (miles 62–67 $\frac{1}{2}$).

miles

- 0 **Vólo.** Hence by Route 26, over the pass W. of Vólo.
- 7 $\frac{3}{4}$ Road enters the E. plain of Thessaly. Lárissa road (Route 26) goes NW.
Road turns W., passing under the railway.
- 11 Road crosses Tríkkala branch of the railway and enters **Velestíno** (see Route 28). Wood immediately N. of the town.
Road becomes a track and turns SSE. as by Route 28.
- 14 $\frac{1}{4}$ **Persephlí** on l. Halmyró track (Route 28) branches S.
Track turns W., keeping above the railway, which is about $\frac{1}{4}$ mile to the S. The S. slopes of **Mávro Voúni** are on the r.
- 17 Track crosses railway, and soon passes **Moustaphaklí** station and village.
- 18 $\frac{1}{2}$ Track crosses railway again. Track and railway bend slightly S., the track keeping more to the N. on the foot-hills of Mávro Voúni.
- 21 $\frac{3}{4}$ **Aívalí** 2 miles to the N., commanding a pass from the NE. over Mávro Voúni, pop. 140. The railway station is $\frac{3}{4}$ mile S. of the track, and from it a path goes SW. to join the Halmyró-Phársala path (see Route 30, mile 18).
- 23 $\frac{1}{4}$ Track approaches railway. Both go W.
Karabaírám 1 mile to the N., pop. 190.
- 25 $\frac{1}{2}$ **Áno Douvlatán** 1 mile to the N., pop. 340; $\frac{3}{4}$ mile farther to the NW. is **Káto Douvlatán**, pop. 600, P. T. O.
- 28 **Ormán Magoúla.** The **Tsanarlés** river now approaches track flowing from the S. It soon bends and flows W. The valley opens out.
Track crosses railway and goes parallel to it on the S.
Bekídes 1 $\frac{1}{4}$ mile to the NW., pop. 210.
- 30 $\frac{1}{2}$ Track crosses Tsanarlés river by ford, and goes along the l. bank.
- 32 $\frac{1}{4}$ Alt. 492 ft. Railway on the r. bends to the S.,

miles

crosses the Tsanarlés by an iron bridge, and then crosses the track, and turns W. again.

33½ Track crosses railway again, and, immediately after, the **Pharsalítis** river by a bridge, and turns SSW.

36¼ **Phársala** (see Route 22). A new road to Demerlí station, leaving the Domokó road (Route 22 A) at mile 35¼, is in construction.

Track goes WNW. out of the town.

38½ Track crosses Pharsalítis river by a bridge, and turns W.

40¼ **Tsiachmáti** (see Route 22 C, mile 48).

40¾ Pharsalítis river is crossed again by a bridge.

44 **Demerlí** on r. of track, pop. 240. Station on Vólo-
Trikkala railway NW. of the village.

Track crosses Lárissa railway just N. of Demerlí junction station. This railway crosses the Trikkala line by a bridge about ¼ mile N. of this point (see *Railways*, Route I, mile 188, yard 1601, and Route VI, mile 48, yard 1042).

Track crosses boundary between the provinces of Lárissa and Trikkala. The Trikkala line now approaches track on the r.

46½ Track and railway cross the **Domokítikos** river by bridges; river flows NNW. to join the Pharsalítis (see Route 22 C, mile 39¼).

48½ Track and railway cross a river by bridges.

50 Track and railway cross another river by bridges.

The first of these two rivers joins the Domokítikos about ½ mile N. of the railway, and together they flow N. to the Pharsalítis. About 1 mile S. of the track the ground about the two rivers is very marshy.

Branch tracks :

(1) NNW. to **Baltarár**, 3 miles, pop. 560.

(2) S. to **Pazaráki**, 2 miles (see Route 29, under mile 34).

51 Track and railway cross a tributary of the last river by bridges.

miles

- 51½ Track crosses the railway, and continues parallel to it, the track on the N.
- 52½ Branch track S. to **Sophádes**, ½ mile (see Route 29, mile 61).
Railway crosses the **Pentámylos** (Sophadítikos) river by a bridge.
Track continues W., with the railway on the l.
- 53¼ **Mascholóuri**, pop. 320. Branch track N. to **Mataránga**, 3 miles (see Route 49 B, mile 87½).
Bridge over the Pentámylos.
- 55¼ Track crosses **Orgózinós** river, flowing N. Ground is here very marshy on both banks of the stream.
Track continues W.
- 58¼ **Kapoutsí** on r. of track (see Route 49 B, mile 83).
Track crosses the **Lípsimos** river (see Route 23, mile 43).
- 59½ **Koumádes**, pop. 550.
- 60½ **Lárisa-Kardítsa** road joins from the E. (see Route 49 B, mile 80½).
Road crosses stream.
- 61 Road crosses **Karóúmbalis** river.
- 62 **Kardítsa**, alt. 425 ft., pop. 10,300, P. T. O., seat of Demarch, head-quarters of gendarmerie. A garrison town with cavalry and infantry barracks, and a military hospital. The centre of trade not only for this part of the Thessalian plain, but for the mountain districts of western Othrys, Phourná, and Ágrapha (see Route 49). Principal products are corn, cotton, and tobacco.
Route continues WNW., as a road, through the town.
- 63¾ Road crosses railway and continues parallel with it on the S.
- 64½ A stream is crossed.
- 65¼ **Ísari** on l. of road, pop. 790.
- 67½ Alt. 295 ft. Branch track W. to **Kanália**, 2 miles, pop. 1,800 (see below).
Road becomes a track again and turns NW.

miles

- 69 Branch path W. to **Phanári**, $1\frac{1}{4}$ mile, pop. 1,960, P. T. O. ; with a busy market. Phanári and Kanália (1 mile to the S.) lie on the E. slopes of a spur that juts out from the Pindus range into the Thessalian plain. It is about 2,000 ft. high, and is rocky, bare, and treeless except for a small area to the W. To N. and S. of it are the passes of Mouzáki and Mesenikólas, by which go the paths from Tríkkala and Lárissa across Pindus to Arta (Routes 50 and 51). Alt. of Phanári 850 ft. This spur descends to the plain about $1\frac{1}{2}$ mile E. of Phanári.
- 69 $\frac{1}{2}$ Track crosses railway, and both run at the foot of the spur above mentioned. Marshy ground on the r.
- 71 $\frac{1}{4}$ Branch road N. to **Phanári Magoúla**, $1\frac{1}{2}$ mile, pop. 610.
- 72 $\frac{3}{4}$ Bridge over **Mégas** river, flowing round the N. slopes of the hill. Track turns N.
- 73 $\frac{1}{2}$ Track crosses **Bliotúris** river, flowing E. across the plain to join the Tsanarlés shortly before they flow into the Peneios (see Route 32, mile 25 $\frac{3}{4}$).
- 74 Bridges over the **Kirazóis** and **Boubolína** rivers (see Route 50, mile 83 $\frac{1}{4}$). Track turns N.
- 75 $\frac{1}{2}$ **Megála Kalývia**, pop. 1,650. Branch road SW. to **Lazarína**, 3 miles (see Route 50, mile 87 $\frac{1}{4}$).
- 76 $\frac{1}{2}$ Track crosses **Peneios** river by a carriage-ferry, alt. 348 ft., near **Hágia Kyriaké**, pop. 220. Track goes NW.
- 77 $\frac{3}{4}$ **Karyés**, pop. 190.
- 79 **Tríkkala**, alt. 374 ft., pop. 17,800, P. T. O., seat of Nomarch of the province of Tríkkala, of Demarch, and of a bishop: head-quarters of gendarmerie; barracks and military hospital; many large schools.
- The old fortress is to the W. of the town on a hill which is the extreme S. point of a long spur jutting out into the plain from the **Chasiótika** mountains on the N. The river **Trikkalinós**, spanned by several stone bridges, and shaded by plane-trees on both banks, flows through the town, eastwards, to join the

miles

Peneios. It often floods the town in winter and spring. Trikkala is the principal town of western Thessaly, and the important routes from the west, from Yanina by Métsovo and from Arta by the Korákou bridge, meet here. It has an important trade in cereals, cocoons, tobacco, and cattle.

ROUTE 32

PHÁRSALA—TSIÓTI, 29 miles

A cart-track fit for field artillery and light motor transport, except after much rain. It was used by both Greek and Turkish troops in 1897. It goes in a general NW. direction along the foot of the hills that separate eastern from western Thessaly (the Doglatzík and Dobroútsi ranges), and between them and the Tsanarlés river, which flows into the Peneios S. of Tsióti. The hill-slopes of Doglatzík immediately N. of the road are fairly abrupt. The Tsanarlés is liable to flood in winter and spring; the Greek troops in 1897, on arriving at Kotserí (mile 18) from Tsióti, found the ground too marshy to continue by the main track, and had to turn into the hills and descend again to the plain at Chatziómbasi (mile 10). A few days later (May 5–7), however, though it had rained in the meanwhile, Turkish troops with cavalry and artillery were apparently able to advance by the main track in the plain.

miles

0

Phársala. Branch track leaves the town NNW. to ford the Tsanarlés at **Vasili**, 3 miles, pop. 260, and thence to **Drískoli**, 6½ miles (see Route 22 C mile 53½).

Main track goes NW.

1

Bridge over the **Pharsalítis** river.

GREECE

U

miles

3 $\frac{3}{4}$

Track crosses Vólo-Tríkkala railway.

4 $\frac{1}{2}$

Track reaches the **Tsanarlés** river at **Gousgounária** (see Route 22 C, mile 51), but continues WNW. by the S. bank.

6 $\frac{1}{2}$

Bitsilér. Ford over the river; track goes WNW. along the N. bank.

10

Chatziómbasi, pop. 260.

Branch track by ford over the river to **Laspochóri** on the S. bank, $\frac{1}{2}$ mile, pop. 290.

Branch track N. to **Tekeli** in the Doglatzík hills, 5 miles, pop. 150; height on the r. 1,870 ft.; thence W. to **Eliá**, 7 miles, pop. 190, rejoining the main track opposite Kotserí (see below, mile 18), 10 miles.

Track continues NW. by the river, crossing the boundary between the provinces of Lárissa and Tríkkala. **Doglatzík** hills on the r. approach close to the track.

14

Branch track S. to **Orphaná** on the S. bank, 1 mile, pop. 400. Just N. of Orphaná the Lárissa railway crosses the Tsanarlés by an iron bridge (see *Railways*, Route I, mile 195, yard 976).

Track crosses railway.

15 $\frac{1}{2}$

Sabali on the l. bank, pop. 550.

18

Kotserí, pop. 920, P. T. O. Track crosses Kardítsa-Lárissa road. The river is here crossed by a bridge (see Route 49 B, mile 94 $\frac{1}{4}$).

A branch track goes W. from Kotserí to **Palamás**, 4 miles, pop. 3,800, P. T. O.; it crosses the **Pentámylos** river (see Route 29, miles 42 and 61) by a wooden bridge; thence it goes W., crossing the many rivers that flow from the S. to join the Peneios (cf. Route 31, miles 52 $\frac{1}{2}$ –74) by stone or wooden bridges, to **Papa-prástena**, 16 miles, pop. 1,260, P. T. O., **Mesdáni**, 19 miles, pop. 1,480, and **Megála Kalývia** (see

miles

Route 31, mile $75\frac{1}{2}$), 22 miles, where it joins Route 31 and goes by it NW. to **Trikkala**, $25\frac{1}{2}$ miles.

The hills recede again to the N. Track goes N. away from the river. The soil is marshy here. An alternative track in use in the summer keeps close to the river as far as **Vlochós** (see below, mile $23\frac{1}{2}$).

$20\frac{1}{2}$ **Pétrino** on r. of track, alt. 318 ft., pop. 270. Track goes NW. Hill on l., between the track and the river, alt. 1,191 ft.

22 **Hágios Demétrios**, alt. 413 ft., pop. 190; it is situated on a ridge connecting the mountains on the r., **Dobroútsi**, alt. 2,270 ft., with the hill on the l. mentioned above.

$23\frac{1}{2}$ Track reaches the plain again, alt. 295 ft. The **Tsanarlés** is $\frac{1}{2}$ mile to the W. **Vlochós** 1 mile to the S., on the l. bank, pop. 370. A bridge here connects with the r. bank. A branch track goes from **Vlochós** S. to **Palamás** (see above, mile 18), 4 miles.

Track continues NNW.

$25\frac{3}{4}$ W. spurs of **Dobroútsi** approach the river. **Keramídi** $\frac{1}{2}$ mile to the N., pop. 160.

Track turns W. and crosses the **Tsanarlés** by a stone bridge, and goes N. down the l. bank. A large marsh on the W. into which the **Bliouris** river flows (see Route 31, mile $73\frac{1}{2}$).

$26\frac{3}{4}$ An arm of the **Tsanarlés** is crossed.

$27\frac{1}{4}$ Track crosses the **Peneios** by **Alí Efféndi** bridge.

$28\frac{1}{2}$ Track crosses main road from **Trikkala** to **Lárisa** (see Route 50, mile $111\frac{1}{2}$).

29 **Tsióti**, pop. 1,340, P. T. O.

A path goes hence N. via **Grizáno** into **Macedonia** (see Route 50, mile 110).

ROUTE 33

MESOLÓNGHI—AGRÍNION—KARVASSARÁ—
ARTA, 79 miles

This is the only metalled road going through western Greece from S. to N., corresponding to the Athens-Lamía-Lárisa road (Routes 7 and 22) on the E. Beyond Arta it is continued by carriage-road to Yanina. It is a good road, capable of taking motor traffic all the way, and has no steep gradients. There is a regular motor-omnibus service between Agrínion and Karvassará. No road or railway, only difficult mule-tracks (see Routes 43-51), cross the extensive and wild mountain country, to connect the eastern and western routes. The western cannot compare in importance with the eastern route, from the point of view of an invader or a defender, because neither is Epirus so important as Macedonia as an object of attack or a base of operations, nor is western so important as eastern Greece. It has not therefore been the scene of so much fighting. Nevertheless in the Greek War of Independence it was of great importance to both sides for the defence of Mesolónghi. There are several strategically important points along the route: notably the Kleisoura pass, at (b), mile $10\frac{1}{2}$ (though this is turned by the alternative route by Angelókastro leaving at mile $8\frac{1}{2}$), the bridge over the Aspropótamos (mile $31\frac{1}{2}$), the pass of Machalá (mile $40\frac{1}{2}$), which can also be turned, and (most easily defensible of all) the pass of Makrínoros along the E. coast of the gulf of Arta (mile 62). The Aspropótamos, the largest river in Old Greece, would be a considerable obstacle to troops. It is 100 yds. wide for 30 miles up from its mouth, and is forded only at certain points (e.g. at Stamná, Angelókastro, and Sorovigli), and these fords would be very difficult for wheeled vehicles. The bridge above mentioned is the only one that spans its lower reaches; two others, foot-bridges, span it in its upper course (see Route 48, mile $75\frac{1}{2}$, and Route 50, mile 47). Small

sailing boats frequent its lower course. In winter it becomes very swollen, and floods the whole plain near the sea.

In the War of Independence Mesolónghi was twice besieged by the Turks. On the first occasion, in 1823, the Greeks under Márko Bótsares compelled them to raise the siege after three months. On the second, the garrison, amongst whom was Byron, held out for twelve months, during the last six of which the Turks had command of the sea; but in April 1826 the town was captured. Towards the end of the war General Church, at the head of the Greek troops, forced his way past Préveza into the gulf of Arta, and captured first Vónitsa (see Route 39) on the southern shore, then the pass of Makrínoros. This success led to the immediate surrender of the Turkish garrison at Karvassará (mile 52½) and subsequently of Mesolónghi and Naupactus (see Route 34).

miles

0

Mesolónghi, pop. 8,400, P. T. O., C. H., seat of Nomarch of Aetolia-Acarnania, of Demarch, and of a bishop; head-quarters of gendarmerie. Hospital, with 500 beds. New barracks 1 mile NE. of the town. Situated in a marshy plain, though the health of the town itself is good. The lagoons to the S. are well stocked with fish. A long causeway extends to the S. across the lagoons to the **Tourlída** anchorage on the coast, 3¼ miles (T. O.). Here are the Health Office and Custom House, and there is a small pier, fit only for landing in boats. In 1906 tenders were invited for the construction of a canal with dock accommodation; it appears, however, that no important work has been commenced. The military importance of the town has declined owing to extension of the Greek boundaries beyond Arta.

A narrow-gauge railway goes E. to Kryonéri (see Route 34) and N. to Agrinion (*Railways*, Route IV).

Road leaves N. and follows the railway, soon

miles

turning NW. along the shores of a lagoon, Lake **Aitolikó**, to the W.

- 6 **Aitolikó** 1 mile to the W., pop. 3,800, P. T. O.; situated on an island in the lagoon, and connected with the mainland both E. and W. by long stone bridges. The bridge on the E. is 314 yds., that on the W. 241 yds., long. Fishing and currant industries.

A road goes W. to **Neochóri** (see Route 36, miles $18\frac{1}{2}$ – $23\frac{1}{2}$). A branch line of the Mesolónghi–Agrínion railway crosses the bridges and goes to Neochóri.

Road and railway separate. Railway continues N. Road turns NNE.

Between Aitolikó and the cháni of **Léfka** (see (b), mile 16) the ridge of Mt. **Stáklia** (Zygós), alt. 2,358 ft., and Mt. **Chrysovítsa**, alt. 2,148 ft., extends on r. of road.

Road now winds NNE. among the foot-hills of Mt. **Stáklia**, gradually ascending.

- $8\frac{1}{2}$ Road bifurcates here.

(a) *Via* ANGELÓKASTRO

One branch goes NW., with the slopes of **Psilé Panagiá**, alt. 1,975 ft., on the r., and the N. shore of Lake Aitolikó on the l.

- 10 Branch road NW. to **Stamná**, $1\frac{1}{2}$ mile, pop. 1,110, P. T. O. Ford over the Aspropótamos W. of the village; and thence a difficult path via **Babíni** to **Vónitsa** (see Route 37, miles $7\frac{1}{2}$ and $11\frac{1}{2}$).

Road turns N.

- 12 **Mourstiánou**, pop. 350, with hot sulphur springs close to the shore of Lake Angelókastro. Ferry over the lake, and carriage-road thence NNE. to Agrínion, 4 miles.

Road continues N.



KLEISOÚRA PASS (SEE ROUTE 33 (*b*), MILE 10½)

miles

14

Angelókastro village, pop. 900. Bridge over the stream which flows W. from the lake to the **Aspropótamos** (ancient Acheloüs), near a ford over the latter river, which is here close to the l. of the road. Angelókastro was important in ancient and mediaeval times, as commanding both the bridge and the ford.

Road continues N. through the plain of Agrínion, and then goes up the l. bank of the river, where the hills slope down steeply on the r. and form the **Stená** pass.

24½

Road rejoins main road at **Spoláita** (see below, mile 30½).

(b) *Via AGRÍNION*

The other branch, the main road, goes NE. and continues as follows :

10½

Road enters the narrow **Kleisoura** pass (3 miles long), the natural highway through the Stáklia mountains. Mt. Psilé Panagiá (see above) is on the l. S. of the pass the plain is little cultivated and the hills are bare.

13½

Exit from pass into a wooded plain. Forests on the N. slopes of Stáklia. Branch track NW. to Mourstiánou (see above).

Road turns ENE. and proceeds along the plain between the hills of Stáklia and the Lakes of **Agrínion** (Trichonis) and **Angelókastro**, the shores of which are marshy.

16

Cháni of **Léfka**.

Naupactus road branches off E. (Route 35 (b)).

From here two roads cross the marsh between the two lakes. (1) Old road, crossing the marsh by an old causeway, the bridge of Ali Bey. It is 6 ft. wide and 2,000 yds. long, and the number of arches is popularly supposed to be 365. It is not, however, kept in repair, and is probably now in very bad condition. It goes through a wood of oaks, planes,

miles

and oleanders, all festooned with wild vines, so as to form an impenetrable jungle. A slow stream flows through the arches from Lake Agrínion on the E. to Lake Angelókastro on the W. In winter and during heavy rains this causeway is not practicable. (2) Modern road, in much better condition, keeps more to the W. and crosses the marsh by an iron bridge.

These roads join again after $3\frac{1}{2}$ miles.

The lake of Agrínion is well stocked with fish of various kinds.

19 Branch road ENE. parallel with northern shore of Lake Agrínion to Kephálóvryso and Naupactus (Route 35 (a)).

19 $\frac{1}{2}$ Road crosses the **Eremítsas** by a stone bridge, and turns NE.

22 $\frac{1}{2}$ **Agrínion** (Vrachóri), alt. 301 ft., pop. 8,300, P. T. O., gendarmerie. The centre of the tobacco industry of the district; healthily situated on the foot-hills of the Lykorrákia, but suffering from a scarcity of water.

Road leaves N. along the foot of the hills which border the Aetolian plain to the N. This plain extends for some 10 miles W. as far as the Aspropótamos, and about 6 miles N. and S.

Alternative track goes W. by N., by a more direct route across the plain:

miles

0 **Agrínion.**

2 **Zapándi.**

4 Ford of the Aspropótamos 3 ft. deep. The bed of the river has several channels, which are often obstructed by logs of timber which are floated down the river from the forests of Mt. Pindus.

miles	miles	
	5	Track rejoins main road at Sorovígli (see below, mile 35).
		Main road goes N.
25½		Paliópyrgos (deserted) to r. of road, alt. 1,286 ft. Road turns NW. over the hills towards the Aspropótamos.
30½		Spoláita to S. of the road, pop. 740. Alternative road (see above, mile 8½) joins here from the S.
		An important mule-path branches off N. from here, and, keeping inland, forms an alternative route to Arta. It goes up the l. bank of the river, fords it at Kriekoúki , and continues up its r. bank till it meets the place where the Pantiópoulos river flows into the Aspropótamos. From here it goes up the l. bank of the Pantiópoulos as far as the bridge of Chalkiópoulos , whence it follows the track by Pantiópoulos village and Phloriáda to Arta (see Route 48, under miles 75½ and 87½). It goes over no very difficult ground and would be passable for infantry and mountain artillery. Phloriáda is about 15 hrs. from Spoláita.
		Road goes W.
31½		Road crosses the Aspropótamos by an iron bridge with stone piers, about 700 ft. long, 20 ft. wide, and 20 ft. above the average level of the river. Alt. of road 141 ft. Road then inclines SSW. down r. bank of river. Hills slope down to r. of road.
35		Sorovígli , pop. 440, P. T. O., near the ruins of the ancient city of Stratos, which commanded the ford of the river, and was one of the most important towns of Aetolia. Track from Zapándi comes in from E.
		Road turns W. Hills continue on r., but on the

miles

l. is a wide plain, with Lake **Ozeró** in the centre, alt. 141 ft. ; the plain is 6 miles wide from the **Aspropótamos** to the hills on the W., and about 7 miles from N. to S.

- 37 **Lepainouí** about 2 miles to the N., on the slope of the hills, pop. 1,310, P. T. O.

A difficult path goes N. from **Lepainouí** over very mountainous country through **Langáda**, **Varytáda**, and **Sardínina** (pop. 650) to **Xerakiás** ; whence it goes above the valley of the **Pantiópoulos** river, and parallel to the path mentioned at mile 30½, through **Doúnista** to **Phloriáda** and **Arta** (see Route 48, under miles 75½ and 91½). But this path is very little used, as there is no water to be found between **Lepainouí** and **Xerakiás** ; and it is not passable at all seasons of the year.

- 39 Road turns NNW., leaving the plain and entering the mountain country to the N. which separates the central plains of **Aetolia** from the gulf of **Arta**. It crosses this district by a narrow defile, about 10 miles long, most of it occupied by Lake **Rívios**.

- 40½ Pass of **Machalá**. Village of the same name 1½ mile to the W., on the hill-slopes, pop. 170, P. O. ; whence there is a path W. to **Pappadátais** on the **Astakós**–**Karvassará** road (see Route 37, mile 15½).

Road continues NNW. Hills on r. rise to 2,624 ft., on l. to 1,640 ft.

Issuing from the pass road enters the long narrow plain ; on the r. the wooded hills slope down to the road, while on the l. is Lake **Rívios**. The road skirts the E. side of the lake and crosses many streams which drain into it.

- 46 Road crosses to W. side of the lake by a causeway. Branch track along the E. side to **Karvassará**, evidently marshy.

miles

Road proceeds N. at some distance above the lake.

47 Branch path goes W. to **Katoúna**, 4 miles (see Route 37, mile 23).

48 **Stánou**, pop. 870.

52½ **Karvassará**, pop. 2,400, P. T. O., C. H., gendarmerie; situated at the S. extremity of the bay of Karvassará, an inlet at the SE. corner of gulf of Arta about 2 miles wide and 4 miles long; the hills slope steeply down to the shore, and the water is deep. Coasting steamers call regularly.

Road leaves E. over a spur of **Mystó Ráchi**, alt. at some distance to the r. 1,886 ft. Alt. immediately on r. 620 ft.

53½ Road turns N. along the bay of Karvassará.

58½ Road enters the plain of **Loutró**.

60 Road crosses a stream. **Loutró** on r. of road, pop. 600, P. T. O., C. H.

Tracks SW. and W. to **Vlýka**, and **Arápes** on the coast.

Path from Karpenési and Lamía enters here from the E. (Route 48).

Road turns NNW. and follows the coast.

62 Road enters the pass of **Makrínoros**, which extends N. for 6 miles between an oak-clad mountain ridge and the gulf of Arta. This not very lofty ridge (summit 3,130 ft. high) separates the gulf of Arta from the valley of the Pantiópoulos, up which go the inland mountain paths from Spoláita and Lepainóu to Arta (see above, miles 30½ and 37).

68 **Menídi**, C. H. Road leaves the shore and strikes across the plain in NW. direction.

70½ **Ánino** (deserted). Path from Phloriáda joins here from the E. (see above, and Route 48, under miles 87½ and 91¼).

miles

72 Road crosses stream, boundary between provinces of Aetolia-Acarnania and Arta.

72½ Branch road SW. to **Kópraina** on the gulf, one of the ports of Arta, 5 miles, pop. 100, P. T. O., C. H.; coasting steamers call regularly. Two miles to the r. of this road, on the l. bank of the Artinós river (see below), is **Komméno**, pop. 620, P. T. O., C. H.

73 Road crosses another stream, the **Xeropótamos**. The plain is here very fertile, and is well cultivated.

75 **Limíni**, pop. 160.

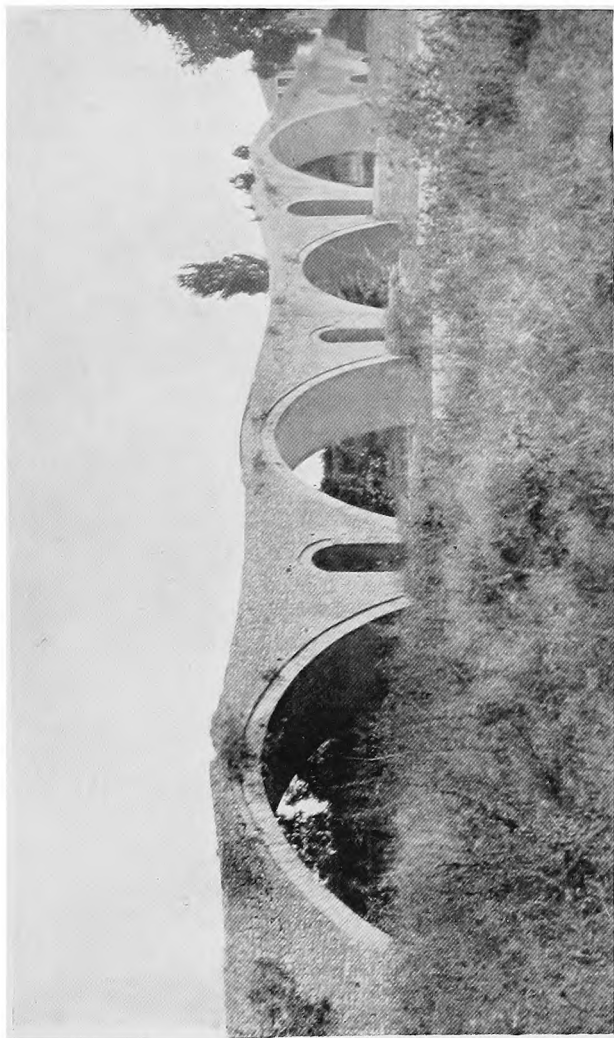
79 **Arta** on the banks of the **Artinós** (ancient Arachthus) river, formerly the frontier between Greece and Turkey, alt. 85 ft., pop. 8,000, P. T. O., seat of Nomarch of Arta, and of Demarch; head-quarters of gendarmerie; hospital; Turkish consulate. An important point, where meet the roads from Epirus, and from the S., and the paths from Thessaly and Karpenési. The town bars the pass between the hill on the E. and the river; and all the roads E. of the river must enter the town through this pass by the N. gate.

The roads to Préveza and Yanina leave W. by the bridge over the river and go through the flat country N. of the gulf. This is the only bridge over the lower reaches of the river. It is very narrow, and steep, and has a number of arches; it is solidly built, like all the mediaeval bridges of Greece. (Cf. Route 48, miles 61, 72½, and 75½, and Route 50, mile 47.) It can be used by pack-animals only. The river below Arta is about 90 yds. broad; and is usually navigable for boats for about 4 miles, and sometimes as far inland as Arta, about 12 miles up-stream. Except in the rainy season it is fordable in many places both by cavalry and infantry above the town, where it is also crossed by several bridges (cf. Route 50, mile 2½).

Page 316, line 8 from bottom

For It can be used by pack-animals only.

Read It is wide enough for wheeled traffic.



BRIDGE OF ARTA (SEE ROUTE 33, MILE 79)

miles

A road goes WSW. across the bridge from Arta to **Salagorá**, P. T. O., the other port of Arta on the gulf. Another road goes NW. and joins the high road from Yanina to Préveza at Philippiáda (see *Handbook of Macedonia*, Routes 26–9). The plain W. of the Artinós river is one of the most fertile in Greece, and well cultivated, with a large number of villages.

Note on the Gulf of Arta

The gulf of Arta is $18\frac{1}{2}$ miles long and 10 miles broad, but the dangers fronting the irregular coast-line in places restrict the available width to about 2 miles. The entrance is by the narrow Strait of Préveza, between Préveza on the E. and Poúnta (Actium) on the W. It is barred by an extensive flat, which allows only small vessels to enter the gulf, as there is only a depth of from 8 to 12 ft. at the narrow entrance, varying owing to shifting sandbanks. Greek torpedo craft forced their way into the gulf in the war of 1912 (when Préveza was in Turkey) to protect the Greek advance into Epirus. The northern shore of the gulf is mostly flat and marshy, the southern is steep-to, with many inlets. The most convenient landing-places, besides Préveza and the ports of Arta, are Karvassará, Loutráki, Vónitsa, and Poúnta (see Route 39).

ROUTE 34

MESOLÓNGHI—NAUPACTUS, 30 miles

A good carriage-road, but not in much use. It goes first through the marshy plain E. of Mesolónghi, then inland round Mt. Varásova, then down to the sea again and continues along the slopes of Mt. Klóková above the coast.

miles

0 **Mesolónghi.** Road leaves E., following railway, and crosses a number of small hills which are to N. The plain is marshy and little cultivated. The slopes of Mt. Stákliá (Zygós) to the N. of the road are bare.

6 **Vochóri** (Evenochóri) to r., pop. 810.

Branch road SE., following the railway, and crossing the river by a bridge to **Galatá**, 1 mile, pop. 340, and over marshy ground to **Kryonéri**, with a small pier, whence there is a regular steamboat service to **Patras**.

Road crosses two branches of the **Phídaris** river, and leaves the railway.

6½ Country becomes more hilly, and road ascends NE. up the valley of the **Phídaris**, and crosses it by a bridge. The **Phídaris** is a wild torrent, containing about two feet of water in the summer, but often converted into a fierce and muddy stream by the sudden rains of spring. The only practicable ford in its lower reaches is close to the railway bridge on the **Kryonéri-Mesolónghi** line, S. of the road bridge; and this is not possible when the river is in flood. Near the ford was an ancient town (probably **Calydon**) which commanded the road at this point. Mt. **Varásova**, alt. 3,008 ft., is to r. of the road, and shuts out the sight of the sea. Its S. slopes come down direct to the coast, and forces the road to make a *détour* round its N. side.

12½ Road leaves valley and turns SE. towards the coast. Mt. **Varásova** is still to r.

15 Road descends to the valley of the **Gavrolímne**, which it crosses, and goes E. up the valley of a tributary.

15½ **Gavrolímne** village to N., pop. 300.

17½ Road turns S. Hill to l., alt. 3,294 ft.

Road descends to coast.

miles

18½

Road reaches coast and turns E., going round the southern slopes of Mt. **Klókova**, at some height above the sea. The mountain descends direct to the sea ; and this part of the road is known as the **Kaké Skála**, like the other similar roads (e. g. between Mégara and Corinth, Route 52, or between Chalcis and Alivéri, Route 11, mile 19).

24

Kástro Roumeliás ; on the opposite coast of the gulf is the **Kástro Moreás** (ancient Rhion and Antirrhion) ; these two castles on promontories which jut out into the sea opposite each other used to guard the entrance to the gulf (see Route 93, mile 4).

Road turns N. along the bay.

30

Road crosses the **Vária Révma**.

Naupactus (Lepanto ; in Greek *Épakto*, *Náfpaktos*), pop. 3,700, P. T. O., C. H., gendarmerie.

Above the town, on the spur of a hill 639 ft. high, stands a Frankish citadel, still well preserved, and from it diverging walls run down to the sea, enclosing the old town and a small harbour. A large portion of the modern town lies outside the walls to the E. The small boat-harbour is very shallow and confined. Coasting steamers call regularly, and anchor about ½ mile outside the harbour, but the anchorage is unsafe in south-westerly winds.

ROUTE 35

NAUPACTUS—AGRÍNION

Via MAKRINOÚ, 46½ or 37½ miles

There are two routes, both carriage-roads, between Naupactus and Aetolia, the present route and Route 34. Route 34 is the coast route and enters the southern plain of Aetolia ; this goes inland in a general NW. direction towards the large

Lake of Agrínion, where it bifurcates, one branch going along the southern, the other along the northern, shore of the lake. It enters central Aetolia. Central and southern Aetolia are connected by railway and by carriage-roads (see Route 33).

miles

- | | |
|-----|--|
| 0 | Naupactus. Road leaves W., crossing the Vária stream, and turns N. up the valley on the r. bank. |
| 3 | Road leaves the stream, turning WNW. up the valley of a tributary. |
| 5 | Road begins to incline in northerly direction, leaving the tributary and climbing the watershed between the Vária and the Phídaris river (cf. Route 34, mile 6½). |
| 6½ | Road crosses watershed. Mt. Rígani on the r., alt. 4,839 ft. |
| 8½ | Road crosses iron bridge of Vlachomándra , over the Phídaris , and proceeds NW. over the sandstone hills to the N. of the river, following up the valley of a tributary of the Phídaris . |
| 12 | Cháni of Kourmékí , watershed between the Phídaris and the streams flowing into the Lake of Agrínion.
Road takes a general WSW. direction, then bends round to the N. |
| 17½ | Makrinoú , alt. 535 ft., pop. 820. Road goes N. down a valley towards the lake in a series of zigzags. |
| 19 | Kapsoráchi. Here the road bifurcates, the r. branch going E. and N. of the lake, the l. branch keeping to the S. of the lake. |

(a) *Via* **KEPHALÓVRYSO**

The r. branch proceeds first E. along the S. coast of the lake, then NE.

- | | |
|----|---|
| 21 | Káto Morósklavo. Road now ascends the hills above the E. shore of the lake with many windings; Áno Morósklavo lies above the road on the r. Pop. of the two villages 400. |
|----|---|

miles

Road turns NW. and runs straight with a gradual descent. The hill-side on which the road is cut is exceedingly steep, falling below almost sheer down into the water, and rising above no less abruptly. Landslips and winter torrents make continual repairs necessary.

24 **Petrochóri** on a hill above the lake, pop. 500. Road descends and then goes NE. up a well-cultivated valley with a level floor.

27 $\frac{3}{4}$ **Kephalóvryso** ('Place of Springs'), pop. 870, P. T. O.; situated at the foot of some hills.

Road turns W. and goes in a depression between the hills.

29 **Mókista** above the road, pop. 390, with a great number of springs. Road winds across two valleys. General direction still W.

31 **Gourítsa**, a small but prosperous village, pop. 640, with lemon and orange groves in the small alluvial plain, about 1 mile square, stretching SW. to the lake. Range of Mt. **Viéna** (Panaitolikó), summit 5,994 ft., to the N.

Road descends the hill-slopes.

32 $\frac{1}{2}$ Road reaches the shore of the lake, and goes W. parallel with it.

34 Cháni of **Dógri**, with a good spring.

34 $\frac{1}{2}$ Church of **Hágios Nikólaos**. Road is here only a few yards from the lake.

36 **Mandánisa**, pop. 220. **Xeriás** stream flowing from the N. to the lake is crossed. Road goes WNW. across a plain away from the shore.

37 **Paravóla**, pop. 700. The village lies in a hollow between a wooded spur of Mt. Viéna to the N., and an oak-covered hill (called **Kástro**, with the ruins of an ancient town) to the S. The narrow passage between these two is entirely taken up by the village and the road. S. of the **Kástro** hill, the plain, covered with

miles

cornfields and vineyards, extends for $\frac{1}{2}$ mile to Lake Agrínion.

Bridle-path from Agrínion to Karpenési turns off here to the N. (Route 47 A).

Road goes WSW. across the plain; Mt. **Vlochós**, alt. 2,264 ft., to the N.

38 **Kainóúrio**, pop. 400, P. T. O.

39 $\frac{1}{2}$ **Samári**.

42 **Moustaphoúli**, pop. 1,350, P. T. O.

43 Route joins Mesolónghi-Agrínion road (see Route 33 (b), mile 19) and turns N.

43 $\frac{1}{2}$ Road crosses the **Eremítsas** river by a stone bridge.

46 $\frac{1}{2}$ **Agrínion**.

(b) *Via GAVALOÚ*

The left branch, the main road, continues as follows:
19 From Kapsoráchi road turns NW. over the ridge of **Paliochóri** (summit to the l.), at some height above the lake.

23 Road descends to the fertile plain that lies along the S. shore of the lake, and turns W. The N. slopes of Mt. **Stáklia** (Zygós: cf. Route 33, mile 6) to the S. of the road are well wooded (chiefly chestnuts and oak-trees), and many villages lie on the hills.

25 **Gavalouí**, pop. 900, P. T. O. Situated in the plain which has the most fertile land in Aetolia. It is 2 miles wide from the foot of the Stáklia mountain to the lake, and is richly covered with corn, tobacco, vines, and olive-trees.

Road continues W.

26 $\frac{1}{2}$ **Grammatikoú** on l. of road, pop. 630.

28 $\frac{1}{2}$ **Mataránga**, pop. 1,270, P. T. O.

29 $\frac{1}{2}$ **Pappadátais**, pop. 900.

Road gradually bends round WSW.

miles	
31	Cháni of Léfka . Road joins Mesolónghi-Agrínion road, which goes N. between the two lakes, and follows it to Agrínion (Route 33 (b), miles 16-22½).
37½	Agrínion .

ROUTE 36

ASTAKÓS—MESOLÓNGHI, 30½ miles

Road reported fit for wheeled vehicles, over mountainous country as far as the Aspropótamos, which it crosses by ferry. Thence a good carriage-road through the plain to Aitolikó. A branch track leads to another ferry over the Aspropótamos higher up opposite Gouriá, whence a road goes to join the main road at Neochóri (see mile 10).

There are several small bays which afford anchorage and landing-places on the coast of Acarnania S. of Astakós. But they all suffer from lack of good communication with the interior ; the coast is cut off from the Aetolian plains by Mt. Chalkítsa and the extensive marshes formed by the Aspropótamos at its mouth. From Port Hágios Panteleémon, which has a few houses inhabited during the season for picking the valonia husk, there is a path going E. to join the road from Astakós.

At Port Platéa (Platiáli), which owing to its secure anchorage is largely used by H.M. ships for training, &c., there are sheds and recreation grounds, together with several houses occupied during the stay of H.M. ships. Immediately south of Platéa is another inlet, Stené Goniá. Behind both these is the rocky Mt. Chalkítsa, across which rough paths go to join the Astakós road.

Farther south still is Port Péta, with a good anchorage, between Péta Island and the hills on the mainland. These hills rise abruptly from the marshes that surround them. There is a track, passable in dry weather, across the marshes to Katoché (see below, mile 17).

miles

0 **Astakós**, pop. 3,000, P. T. O., C. H. There is a wharf, used by coasting vessels, which find shelter under a short stone pier. Water of good quality is led down to the wharf in pipes. The exports of **Astakós** consist of wine, currants, corn, cattle, and valonia.

Road proceeds S. along the bay of **Dragomésto**.

1½ Road turns E., leaving the bay and crossing the hills, which are bare. Mt. **Chalkítsa**, alt. 1,293 ft., to the S.

4½ Road descends to the N. shore of marshes of **Lezíni**, and follows it inclining SE. The hills on the l. are now thickly wooded.

6½ Road leaves lake and strikes SE. over the hills.

8½ **Kalýves** on l. of road.

10 Road divides :

(a) *Via GOURIÁ*

One branch, an unmetalled track, goes SE. to cross the **Aspropótamos** by ferry.

11½ **Podolovítsa** on the **Aspropótamos**, pop. 620.

12¼ Track crosses the **Aspropótamos** by a carriage-ferry.

12¾ **Gouriá**, pop. 730, P. T. O. Hence a carriage-road S. across the plain to **Mástrou**.

16 **Mástrou**, pop. 240. Here road divides, one branch going S. to **Neochóri** (see below), the other going E. to join the main road at mile 20.

(b) *Via KATOCHÉ*

The other branch, the main road, goes S., leaving the hill country.

13. **Palió Katoúna**, pop. 460, on the slopes of **Panagiá** hill (alt. 689 ft.). Road goes SE. towards the **Aspropótamos**.

15 Road reaches the river bank and goes along it, gradually bending round to the SW., with **Panagiá** hill on the r.

miles	
17	Katoché , pop. 1,460, P. T. O. Near by to the W. are the extensive ruins of the ancient city of Oeniadae, which was protected by the marshes on the N. and W. Road turns E. and crosses the Aspropótamos by a carriage-ferry ; it now goes nearly parallel with the railway, through a level and well-cultivated plain to Aitolikó.
18½	Neochóri , pop. 1,900, P. T. O., C. H. The river is navigable by sailing vessels as far inland as Neochóri. Branch road S. to Magoúla , 1¼ mile, pop. 210. Road goes N., then NE.
20	Branch road from Mástrou (see above) joins from the W.
22	Hill of Kátsa on the r., alt. 400 ft.
23¼	Road crosses W. branch of the Lake of Aitolikó by the long causeway and enters Aitolikó.
23½	Aitolikó . Road crosses E. causeway (see Route 33, mile 6).
24½	From here to Mesolónghi road follows Route 33, miles 6—0.
30½	Mesolónghi .

ROUTE 37

ASTAKÓS—KARVASSARÁ, 32½ miles

Carriage-road as far as Katoúna (mile 23). This and Route 38 traverse the mountain region of Acarnania W. of the main road (Route 33) ; it is not very lofty ; but it has scarcely any perennial streams. Owing to this the whole district is called Xerómeros (' Dry Land '). West of the road between Babíni (mile 11½) and the gulf of Arta the mountain country is very difficult, with extensive forests, so that the direct path from Mesolónghi to Vónitsa, which goes through Babíni (see mile 11½), is scarcely used even by the peasants.

miles

- 0 **Astakós.** Road leaves N. above the r. bank of the **Dragomésto** river; the valley is fairly open.
- 4½ **Dragomésto** village on l. of road, pop. 660; 1 mile N. is **Vasilópoulo**, pop. 570.
- 5 Road turns NE., crossing the head of the valley and going over a ridge.
- 7½ **Machairá**, pop. 500.

Branch path goes SE. over densely wooded hills, leaving **Chrysovítsa** on the r. of the road, pop. 410, and **Pródromos** on the l., pop. 520, to the **Aspropótamos**, about 12 miles; this is crossed either by the ford opposite **Stamná**, whence by road to **Mesolónghi** (see Route 33, mile 8½), or by the carriage-ferry at **Gouriá**, and thence by road to **Mesolónghi** (see Route 36, mile 10).

- 11½ Road turns N.
Babíni, pop. 800, P. T. O.

Branch path leaves NW. through very difficult country, forming with the path mentioned above at mile 7½ the direct but little-used route between **Mesolónghi** and **Vónitsa**:

miles

- 0 **Babíni.**
- 5 **Aëtós**, pop. 620. Path goes N., then NNW. **Mt. Voúmisto** on the l., alt. 5,187 ft.
- 10 Path crosses route from **Mýtikas** to **Katouína** (Route 38), and turns NW., rounding the northern slopes of **Mt. Pergadí**, alt. 4,672 ft., close to the summit.
- 20 **Monasteráki**, on the path from **Palimbey** to **Zavérda** (see Route 39, mile 10). Path descends the hills to **Vónitsa**.
- 27 **Vónitsa** (see Route 39).

miles	Road goes NNE.
15½	Pappadátas , pop. 750. Branch path E. to Machalá (see Route 33, mile 40½), 1½ mile.
	Road turns slightly NW.
20½	Pappadátou , alt. 1,683 ft.
23	Katoúna , pop. 1,970, P. T. O.
	Branch path NNW. to the gulf of Arta at Loutráki , 7 miles, whence E. to Karvassará as in Route 39.
	Road becomes a path.
	Path turns W.
27	Path joins Mesolónghi—Arta road (Route 33, at mile 47) and continues by it to Karvassará .
32½	Karvassará .

ROUTE 38

MÝTIKAS—KARVASSARÁ, 26½ miles

Bridle-path. Distances are only approximate.

miles	
0	Mýtikas , pop. 480, P. T. O., C. H. A small port where coasting steamers call regularly. The village lies on a low sandy point in the western part of Vourko bay; the bay affords excellent anchorage, well sheltered from SW. winds by Kálamos island. The coast of this island is bold and generally steep to all round. It is cultivated and produces excellent wine. A mountainous ridge, alt. 2,445 ft., extends its whole length. The town of Kálamos is on the E. side of the island; pop. 1,170, C. H. It has a small rudely constructed mole, with 3 fathoms of water within it, affording accommodation for a few small vessels. The smaller island of Kastós , with a population of 270, lies SSW. of Kálamos .

miles

Mýtikas has little importance; communication with the interior is bad and only by bridle-paths.

Two branch paths as follows:

(1) N. to **Kandýla**, 2 miles, pop. 1,000, thence over a difficult pass between Mt. **Matsouki**, alt. 3,845 ft., on the W., and Mt. **Agriopidáki**, alt. 4,583 ft., on the E., down to the coast at **Zavérda** (Route 40), about 10 miles.

(2) E. across the small plain, then SE. over not very high hills to **Vasilópoulo**, 11 miles, **Dragomésto**, 12 miles, and **Astakós**, about 16 miles (see Route 36).

Main path goes E. with the foregoing, then turns NNE. into the hill country.

5 **Várnakas**, pop. 550. After about 2 miles path turns ENE. over a high pass; on the l. is first Mt. **Agriopidáki** (see above), then **Psilé Koryphé**, alt. 5,217 ft., while on the r. to the S. is **Voúmisto**, alt. 5,187 ft.

10 **Kombotí**, pop. 540, at the exit of the pass. Path continues over hilly country.

12 Route crosses path from Babíni to Vónitsa (see Route 37, mile 11½).

17 **Katoúna**. From here to Karvassará path follows Route 37, miles 23—32½.

26½ **Karvassará**.

ROUTE 39

KARVASSARÁ—VÓNITSA—POÚNTA, 29½ miles

Unmetalled track.

miles

0 **Karvassará**. Track leaves W. and then turns SW., ascending rapidly round southern side of a hill.

miles

Another, less direct, track goes NW. over more level ground, keeping near the coast, to **Spártos**, $4\frac{1}{2}$ miles, pop. 420, thence SSW. to main track at **Loutráki** (mile $6\frac{1}{2}$), $7\frac{1}{2}$ miles.

2 Track inclines W.

3 Track inclines more NW. Alt. on r. 1,998 ft.

$6\frac{1}{2}$ Track descends and comes close to the shore of the gulf at **Loutráki**.

8 Branch track S. to **Alevrouí**, $1\frac{1}{2}$ mile, and **Katoúna** (see Route 37, mile 23), $7\frac{1}{2}$ miles.

Track continues NW. along the bay; the shore is low and swampy.

10 Branch path SW. to **Palímbeý**, $\frac{1}{2}$ mile, pop. 450, then over high hills to **Hágios Vasilios**, 4 miles, pop. 700, **Monasteráki**, $6\frac{1}{2}$ miles, pop. 1,250, P. T. O. (where the track from Mesolónghi to Vónitsa crosses it: see Route 37, miles $7\frac{1}{2}$ and $11\frac{1}{2}$), **Konidári** (a deserted village), 10 miles, and down to the coast at **Zaverda** (see Route 40), 16 miles.

12 Track leaves the shore and crosses the hills NW.

14 Branch track N. to **Rouga** bay; near the shore is a lake with a good spring near some Roman ruins. The hills are thickly covered with shrubs and stunted oak.

15 **Tzougriá** (deserted). Track proceeds W.

$16\frac{1}{2}$ **Paliámbeia**, pop. 610. Track turns NW. round the N. side of Mt. **Panagiá**, alt. 1,551 ft.

20 Track reaches the shore.

$21\frac{1}{2}$ **Vónitsa**, pop. 1,500, P. T. O., C. H., gendarmerie. Military hospital. Situated on the SW. corner of Vónitsa bay. The bay is about 2 miles wide, and there is a sandy beach at its head extending E. of Vónitsa. The old Venetian fortress stands on a steep hill W. of the town, overlooking it and commanding every approach. It is, however, commanded by another hill, alt. 1,483 ft., to the E. There are excellent

miles

springs of water in the fortress. A stream of good water runs through the town.

There is a wide valley S. of the town, through which goes the road to Zaverda (Route 40).

Anchorage some distance off the town in 7 or 8 fathoms. Coasting steamers call regularly.

Track continues with a general westerly direction along the N. slope of Mt. **Kókkino**, cutting off Cape **Panagiá**, which juts far out into the gulf.

26½

Track turns NW. over level ground.

29½

Fort **Póúnta** (Actium), P. T. O., C. H. ; on the E. shore of the strait of Préveza, commanding the entrance into the gulf of Arta (see Route 33, at end).

ROUTE 40

ZAVÉRDA—VÓNITSA, 10 miles

Carriage-road ; its condition is uncertain. It goes through the extensive valley that stretches northward as far as Vónitsa. Near the latter town the valley is bounded on either side by steep wooded mountains, and watered by several streams.

miles

0

Zaverda, pop. 1,700, P. T. O., C. H. ; on the E. side of the bay of Zaverda, which is about 4 miles wide and recedes inland about 2½ miles. There is an extensive beach at the head of the bay, fronted by shoal water. The plain N. of the beach is well cultivated.

Coasting steamers call regularly.

Road leads N.

4

Lake **Vourkariá**, 1 mile to l., surrounded by wooded hills.

miles	
6	Road inclines NE. Mt. Arnítsa to l.
7	Road inclines slightly NW. to get round Mt. Arnítsa .
9	Lefkás road (Route 41) comes in from S.
10	Vónitsa (see Route 39).

ROUTE 41

LEFKÁS—VÓNITSA, 12½ miles

A carriage-road.

miles	
0	<p>Lefkás (Leucas, Santa Maura, Hágia Mávra), pop. 5,400, P. T. O., seat of a bishop, gendarmerie. Barracks at Fort Santa Maura (see below). Consulates of Great Britain, France, Austria-Hungary, Italy, Russia, Turkey. Owing to the frequency of earthquakes most of the houses are of wood.</p> <p>About 1½ mile W. of the town a strip of sand stretches N. from the coast for 1¼ mile, and then turns E. and connects the island with the mainland, enclosing a large lagoon NW., NE., and SE. of the town. A canal has been cut through the sand-bank at a point NNE. of Lefkás, and extends to the town and thence SSE. to the southern exit from the lagoon. Fort Santa Maura, an old Venetian fortress, is on the sand-bank on the E. side of the canal.</p> <p>The harbour of Lefkás is approached from northward or southward by the canal, which is navigable for vessels of 14 ft. draught, the depth being maintained at 14½ ft. by dredging. It is about 3¼ miles long, 32 yds. wide at the surface and 16 at the bottom, and is regularly used by small mail steamers. A stone wall, with several gaps in it, forms the eastern side of the canal. Between Lefkás town and the</p>

miles

sand-bank the western bank is formed by a causeway with several bridges. The harbour is a basin about 275 yds. long and 200 yds. wide; depth from 13 to 16 ft., and alongside the jetty 11 to 13 ft. There are a crane and several bollards on the jetty. S. of it are the Custom House and Health Office. There is also a quay with 15 ft. of water alongside on the W. side of Fort Santa Maura (forming the E. bank of the canal). Large vessels anchor either in Demáta bay N. of the sand-bank, or at Port Drépano at the S. end of the canal. A good road leads from Lefkás to this port.

The vegetation around the town is very luxuriant, but it increases the malaria engendered by the lagoons and swamps which front three sides of the town. Large olive groves extend S. to the foot of the mountains.

The water-supply is brought by means of an aqueduct from a spring about 1 mile S. of the town.

Road leads NNE. over a drawbridge to the causeway along the western bank of the canal to the end of the harbour mole opposite Fort Santa Maura. At this point the canal is crossed by a floating bridge, the wire of which is sunk when vessels approach. From the fort the road runs E. over a causeway to the mainland.

2 Road reaches mainland at the foot of Mt. **Lamia**, alt. 1,302 ft.

4 **Hágios Nikólaos** (San Nikolo) bay.

5 Road turns E.

6½ Road crosses stream flowing from Lake **Vourkariá** (see Route 40) to the shallow bay of **Chellovivaro** by a wooden bridge.

7½ Road turns NE. up the l. side of Lake Vourkariá

9 Road here has been cut out of the slopes of the hills

miles

on the l., and built up by embankments, in several places.

9½ Road leaves lake and ascends between Mt. **Kókkino** to l. and Mt. **Arnítsa** to r.

11½ Route joins Zavérda-Vónitsa road (Route 40) and follows it to Vónitsa.

12½ **Vónitsa** (see Route 39).

ROUTE 42

NAUPACTUS—PORT VITRINÍ TSA—GALAXÍDI, 40 miles

A rough bridle-path, not in much use, all traffic between the three ports being by sea. It in general follows the coast-line, sometimes high up on the mountain-slopes, sometimes down by the coast. The cultivated, though marshy, plain on either side of the mouth of the Mórnos river extends for some six miles E. of Naupactus. After that mountains descend to the gulf, leaving little or no flat land by the shore.

miles

0 **Naupactus** (see Route 34). Path proceeds E., then ENE., through the plain, past several villages.

5 Path reaches the **Mórnos** river, where it issues from a gorge between Mt. **Makrývoro** on the W. and Mt. **Víglá** on the E., alt. 3,300 ft. Boundary between the provinces of Aetolia-Acarnania and Phthiotis-Phocis.

Path crosses the wide bed of the river by a ford (the only one in its lower reaches, dangerous in winter and spring, and often difficult in summer). Path bends ESE., still in the plain.

6 **Omér Efféñdi** on l., **Lóngos** on r.

7 Path turns E. and crosses hilly ground at a distance of about 1 mile N. of shore.

Mountains come down close to the shore.

15 Marshy ground between path and the shore.

miles

- 19 **Trizónia** island just off the coast, alt. 351 ft., separated from the mainland by a deep channel; the village, with about 100 inhabitants and a small but secure port, is on the NE. side.
- 21 Port **Douviá**, now deserted. **Xylogaídara**, pop. 600, high up on the slopes of Mt. **Xerovoúni** to the N. (summit 4,510 ft. high).
- 22½ Cape **Mávroros**; village on S. of road.
- 25½ Path strikes across the rocky peninsula of Cape **Psaromýta**.
- 27½ Path close to coast again.
- 28 Port **Vitrinítsa** (Eratíni). A road N. to Vitrinítsa, 1½ mile, pop. 900, P. T. O., C. H. The beach is steep, and exposed to SE. winds, but in fine weather small coasting steamers anchor in a depth of 10 fathoms, about a cable's length from the shore.
- 29½ Path turns N. Village of **Kíseli** ½ mile to N., pop. 430. Path proceeds NE., then E., inland. Hill on r., alt. 2,096 ft.
- 32 Path inclines SE. down a valley with hills on either side, alt. on r. 2,076 ft., lower on the l. Village of **Vísvadi** on r. of path, pop. 330.
- 33 Path crosses stream.
- 35 General direction E., away from the coast, and over low hills.
- 40 **Galaxídi** (see Route 19).

ROUTE 43

NAUPACTUS—HYPÁTE—LAMÍA

Via **LIDORÍKI**, 86 miles

Rough bridle-path as far as Hypáte (mile 72½); thence a carriage-road. The part of this route between Naupactus and Lidoríki (*b*, mile 37½) is a very difficult path, and could

scarcely be used by troops. The best route from the gulf of Corinth to Lidoríki is that from Vitrínitsa (Route 45), though the latter port is not so safe as Naupactus. From Lidoríki the path goes N. up the valley of the Mórnos river, between Mt. Vardoúsi on the W. (peaks 7,520 ft., 7,900 ft., and 8,186 ft. high, from S. to N.) and Mt. Kíona on the E. (8,163 ft. and 8,242 ft.), the highest mountains in Greece south of Olympus. It leaves the mountain country at Hypáte in the valley of the Spercheios, from which there is a carriage-road to Lamía. Next to the route Lamía-Sálona-Itéa (Route 20), the Mórnos valley is the most important pass in the east, between N. and S. Greece; invading armies used it in ancient times, that were unable to force the pass of Thermopylae. But there is no modern highway, only a mountain path, fit for pack-animals. There is an alternative path, by which the pass can be turned, from Stenó (mile 33 $\frac{3}{4}$) to Mavrolithári (*b*, mile 53 $\frac{3}{4}$), along the western slopes of Vardoúsi.

Times are those of a traveller with pack-animals; distances are only approximate in the mountain country, and are reckoned at 2 $\frac{1}{2}$ miles per hour.

miles	hours	
0	0	Naupactus. Path goes E. and NE. through the plain to the ford of the Mórnos river as in Route 42.
5	2	Ford of the Mórnos . Boundary between the provinces of Aetolia-Acarnania and Phthiotis-Phocis. The Vitrínitsa path branches ESE.
5 $\frac{3}{4}$	2 $\frac{1}{4}$	Omér Efféndi on the r. Path goes E.
7 $\frac{1}{2}$	3	Soulés , pop. 360, P. T. O., at the N. foot of a conspicuous hill, on which are the ruins of an ancient fortress. Path goes NE. up the valley of a tributary of the Mórnos.
12 $\frac{1}{2}$	5	Path goes below village of Goumaíoi , on the ridge to the N., pop. 270. Path climbs the mountain-side to the Kástro of Goumaíoi.

miles	hours	
13 $\frac{3}{4}$	5 $\frac{1}{2}$	Kástro of Goumaíoi, with a ruined church. Path goes through an oak forest, due N.
16 $\frac{1}{4}$	6 $\frac{1}{2}$	Varnákova monastery. The path descends roughly to the valley of a stream (1,200 ft. below the monastery), then climbs the opposite hill-side, direction ENE.
23 $\frac{3}{4}$	9 $\frac{1}{2}$	Lykochóri , on the slopes running down to the Mórnos, pop. 370. About 1 $\frac{1}{4}$ hr. E. is the village of Áno Palioxári , pop. 750, P. T. O. Path continues NE., descending.
26 $\frac{1}{4}$	10 $\frac{1}{2}$	Path reaches l. bank of the Mórnos. Path from Agrínion crosses the river and joins here from the N. (see Route 46 (b), mile 68 $\frac{3}{4}$). To the S. are the high ranges of Mt. Víglá and Mt. Trikorpho (alt. 5,092 ft.). Both banks of the river are thickly wooded. Path goes up the l. bank.
33 $\frac{3}{4}$	13 $\frac{1}{2}$	Stenó , alt. 1,345 ft., the pass through which flows the Mórnos, after coming down from the N. and receiving the waters of many streams, and bending to the W. It is spanned by a single-arch bridge (wide enough for a single pack-animal only). Below the bridge the Kókkinos river flows into the Mórnos from the NW. (see Route 45). Across the bridge to the N. is a hill called the Kástro of Veloúchovo , with the remains of an ancient town. The site is an important one, as it commands the S. and N. routes from Nauptus and Vitrinítsa to Lamía (Routes 43 and 45), and the W. and E. route from Agrínion to Sálona (Route 46). Path bifurcates: one branch goes W. of Mt. Vardoúsi; the other, the main path, runs E. of the mountain and through the Mórnos valley.

miles	hours	
		(a) <i>Via GRANÍ TSA</i>
		This path goes W. of Mt. Vardoúsi and is an important alternative to the pass of the Mórnos (see below), which it turns; the Turks attempted to force it in the War of Independence.
		Path turns N. and crosses the bridge, and goes NW. by the Vitrinítsa-Karpenési path (Route 45) for a short distance.
36½	14½	Path leaves Karpenési route and turns N. along W. slopes of Mt. Vardoúsi .
37½	15	Kléma , pop. 670. Branch track hence E. to Trivídi (see below, (b), mile 41½).
40	16	Granítsa , pop. 1,150, P. T. O. Path continues N., leaving Vostinítsa (see Route 45, mile 31½) on the l.
47½	19	Path crosses a ridge connecting Alogoráche (see Route 45, mile 37½) on the W. and the highest peak of Vardoúsi on the E.; then it descends rapidly and turns E. to
52½	21	Mousounítsa , pop. 1,160, P. T. O. Path turns NE.
60	24	Mavrolithári (see below, (b), mile 53½).
		(b) <i>Via MÓRNOS VALLEY</i>
		This, the main path, goes through the Stenó pass, keeping to the l. bank of the river and leaving the bridge to the N., then crosses a valley and fords a stream.
37½	15	Lidorfki , alt. 1,870 ft., pop. 1,140, P. T. O., gendarmerie.
		The track goes N. (leaving the Stenó pass on the W.) up the l. bank of the Mórnos, or Méga as it is here called, between Mts. Vardoúsi and Kióna . The slopes of these mountains are very steep.

miles	hours	
41 $\frac{1}{4}$	16 $\frac{1}{2}$	Trivídi , pop. 100, on opposite bank of the Méga, from which a track goes by an easy pass over Vardoúsi W. to Kléma (see above, (a), mile 37 $\frac{1}{2}$).
43 $\frac{3}{4}$	17 $\frac{1}{2}$	Lefkadíti , pop. 460.
46 $\frac{1}{4}$	18 $\frac{1}{2}$	Sykiá on r. of road, pop. 300. Just S. of this point on the opposite bank is the village of Koniákos , pop. 300, with ruins of a mediæval fortress.
		Path crosses to r. bank by a bridge, and continues N. up the valley; Mousounítsa (see above, (a), mile 52 $\frac{1}{2}$) on the l. up the slopes.
		The valley bends to the NE.; the path leaves it and, crossing several tributary streams, reaches Mavrolithári.
53 $\frac{3}{4}$	21 $\frac{1}{2}$	Mavrolithári , pop. 1,160, P. T. O.

Another bridle-path goes E. from Mavrolithári to join the Sálona-Lamía road (Route 20), along the northern slopes of Mt. Kíona, as follows:

miles	hrs.	
0	0	Mavrolithári . Path goes SE. down a valley.
2 $\frac{1}{2}$	1	Path crosses the Méga river at Strómi , pop. 590. Path turns E., ascending steeply.
7 $\frac{1}{2}$	3	Path crosses a tributary of the Méga at Drémisa , pop. 600, and goes S. up its r. bank.
12 $\frac{1}{2}$	5	Path crosses a high ridge, which is the watershed between the streams flowing W. to the Méga, and the headwaters of the Cephisus (Mavroneró) flowing E. into the

miles	hours	miles	hrs.	
				Kopaïs plain (see Route 7): path turns ENE. going down the Cephissus valley.
		15	6	Koukouvista , pop. 800, P. T. O. Path goes ESE.
		17½	7	Kastéli , pop. 870.
		20	8	Cháni of Graviá on main road (Route 20), from which the way is open E. into Boeotia, S. to Sálona and Itéa.
55	22			From Mavrolithári path goes NW. Kastriótissa to the r., pop. 580, with the remains of an ancient town; an important strategic point commanding all the routes which meet here, and the scene of much fighting in ancient and modern times. Height immediately E. of Kastriótissa 3,858 ft. Mt. Oeta is to the NE. (see Route 48). Path goes up a valley NNW., and crosses the ridge forming the watershed between streams flowing S. to the Méga, and those flowing N. to the Spercheios. Then it descends a valley.
62½	25			Smókovo , pop. 570. Path goes N.
65	26			Mándetsi , pop. 230.
67½	27			Liáskovo , pop. 350. Path goes E. by N., crossing several streams.
72½	29			Hypáte (Hýpata), pop. 1,550, P. T. O., situated at the opening of the valley, facing the plain of the Spercheios. Hence by carriage-road N., through the plain, as in Route 48.
75½				Hot sulphur baths of Hypáte (P. T. O.), much frequented in summer.
76¼				Road crosses Spercheios by iron bridge and turns NE.

miles	hours	
77		Route joins main road from Lárissa to Karpenési at Lianokládi (see Route 48, mile 9) and proceeds along it E.
79		Lianokládi railway station on the Lárissa railway.
86	33½	Lamía (see Route 7).

ROUTE 44

NAUPACTUS—KARPENÉSI

Via PLÁTANOS AND KRIKÉLLOU, 62½ miles

South of the route from Yanina to Thessaly by the Métsovo pass (*Handbook of Macedonia*, Routes 14 and 50), there are only four paths that are passable all the year round across the great mountain-range that throughout the length of Greece N. of the Corinthian gulf separates the eastern and western plains. These are: this route from Naupactus, with its continuation northwards from Karpenési to Kardítsa in Thessaly (Route 49), the path from Agrínion to Karpenési (Route 47), that from Arta to Karpenési (Route 48), and that from Arta to Tríkkala or Kardítsa (Routes 50 and 51). All except the last meet at Karpenési, the importance of which is very great (see at end of route). All other tracks that may be marked on maps either fall into one or other of these four main routes, or are mere mountain paths impassable in winter and spring, and most of them impassable for a loaded animal at all seasons. Two such paths are given below (Routes 45 and 46); neither is open in the winter; and Route 46 is one of the most difficult in Greece. Most of the rivers on the four chief routes are spanned by bridges. These are of a remarkable character, being in most cases stone bridges of a single arch, never more than 6 or 7 ft. wide, with very steep gradients. The arch generally springs from natural piers formed by the precipitous cliffs which hem in

the rivers ; and the keystone is about 60 ft. above the river level. They were built some time in the Middle Ages, probably by Byzantine Emperors ; but, except that the low parapets have most of them fallen into decay, the excellent construction of these bridges has preserved them intact ; all traffic from E. to W. Greece, or from N. to S. between the main roads, goes by the paths on which these bridges lie. Good springs are found on these routes ; but provisions are difficult to obtain owing to the scarcity of population.

This route from Naupactus to Karpenési is the most difficult of the four. It goes through the Krávari district (see below, mile $17\frac{1}{2}$), the wildest and most broken country in Greece, and very sparsely inhabited. Many of the mountain-slopes are densely wooded, and a good deal of what trade exists is the woodman's ; the inhabitants cut down the trees and float them down the rivers. The rivers are wild torrents in winter and spring, and very difficult to cross except at known places or by the narrow bridges.

No detailed information about this route is available. Times and distances must therefore be considered as approximate only. A conventional $2\frac{1}{2}$ miles to the hour has been adopted. (One Greek authority puts the time for the whole distance as 32 hours ; the known points on the route are Plátanos, mile $22\frac{1}{2}$, Aráchova, mile $31\frac{1}{4}$, Domnítsa, mile 45, and Krikéllou, mile 50.)

miles	hours	
0	0	Naupactus. Path goes through the town NNW. towards the citadel (see Route 34).
$1\frac{1}{4}$	$\frac{1}{2}$	Citadel of Naupactus. Path continues NNW. Country is already very hilly. The path goes along the E. slopes of the Rígani range, separating it from the Vária stream (see Route 35, miles 0 to $6\frac{1}{2}$). The valley of another stream is below to the r.
$2\frac{1}{2}$	1	Vomvokoú, pop. 270.
5	2	Phroxylía, pop. 190.
$7\frac{1}{2}$	3	Mamouláda, pop. 250. Path is now close

miles	hours	
		to the summit of Mt. Rígani on the W., alt. 4,839 ft.
10 $\frac{3}{4}$	4 $\frac{1}{4}$	Vrostiáni , pop. 650. Path goes round a northern spur of Rígani, between it and another mountain on the r.; the Phídaris river is now below to the W., flowing S. (see Route 35, mile 8 $\frac{1}{2}$).
12	4 $\frac{3}{4}$	Phamília , pop. 390. Path descends NW. to the valley of the Phídaris , and ascends its l. bank for a short distance, going N.
14 $\frac{1}{2}$	5 $\frac{3}{4}$	Path crosses the river, apparently by a ford. The river-bed is here wide but not very deep. Path goes N. up the r. bank.
16	6 $\frac{1}{2}$	Path from Agrínion comes in from the W. (Route 46); the two routes coincide as far as Plátanos .
17 $\frac{1}{2}$	7	The Kákavos river joins the Phídaris from the E. Immediately above the junction, path turns ENE., crosses the Phídaris by the bridge of Artotíva , and enters the Krávari , the name given to the wild country between the Kákavos and the Phídaris rivers. Cattle-rearing and the export of timber are its only resources. Path goes up the r. bank of the Kákavos . Village of Artotíva to the l., pop. 200.
21 $\frac{1}{4}$	8 $\frac{1}{2}$	Path leaves the river and goes N. up a tributary valley, the Kótsaris . Height on the l. 4,665 ft.
22 $\frac{1}{2}$	9	Plátanos , alt. 2,976 ft., pop. with Vonórta (1 mile to the S.) 1,550, P. T. O. Noted for its two large schools, presented by natives of the town who made their money abroad. Immediately behind Plátanos to the NE. is Mt. Halonáki , alt. 5,167 ft. Path continues N. over a western spur of

miles	hours	
		Halonáki, alt. 3,668 ft., and then descends rapidly towards the valley of the Phídaris, which is here flowing from the ENE.
23 $\frac{3}{4}$	9 $\frac{1}{2}$	Branch path W. to Pérkos , 1 mile, pop. 640.
25	10	Perísta on the l. bank of the Phídaris, pop. 700. A branch path goes NW., crossing the river, to Kóniska , about 3 hrs., pop. 1,000, P. T. O.
		Path apparently goes NE., above the l. bank of the Phídaris, past Hágios Demétrios , pop. 500.
30	12	Branch path E. continues up the valley to Synísta , 4 miles, pop. 390, and Voítsá , 8 $\frac{1}{2}$ miles (see Route 46 (a), mile 56 $\frac{1}{4}$).
		Path turns N., crossing the river, apparently by a ford, and ascends the hills again, past Néo Aráchova .
31 $\frac{1}{4}$	12 $\frac{1}{2}$	Palió Aráchova , pop. 900, P. T. O. To the north is a mountain, alt. 6,027 ft. Branch path W. to Neochóri , 3 miles, pop. 830, P. T. O.
		Direction of path from here to Domnítsa (see below, mile 45) is doubtful. It would appear to go E., then N., by the headwaters of the Phídaris.
33 $\frac{3}{4}$	13 $\frac{1}{2}$	Klepá , pop. 1,120. Path crosses a high ridge. Summit to the S. 4,879 ft. high.
36 $\frac{1}{4}$	14 $\frac{1}{2}$	Térnova , pop. 190. Path turns N. above the r. bank of the Phídaris, which here flows from the N.
38 $\frac{3}{4}$	15 $\frac{1}{2}$	Avórani , pop. 100, near the sources of the Phídaris. Path crosses an arm of the river and ascends again.
41 $\frac{1}{4}$	16 $\frac{1}{2}$	Ámbliani , pop. 180, the scene of much fighting in the War of Independence.
		Path now goes W. along the S. slopes of

miles	hours	
		a long western spur of Mt. Oxyá . On these slopes the Phídaris takes its rise. The summit of Oxyá , alt. 6,325 ft., lies 3 miles to the NE. of Ámbliani (see Route 45, mile 45).
42½	17	Stavló , pop. 140. Path goes over the ridge by a depression. The ridge is the watershed between the Phídaris and the Krikéllou , which flows W. to the Aspropótamos (see Route 47 A, mile 31½).
45	18	Domnítsa , pop. 700 (sometimes called Marínou on the maps). Path turns N. and crosses the Krikéllou , which is here only a small stream.
50	20	Krikéllou , pop. 500, P. O. Branch path W. down the valley of the Krikéllou to the Agrínion-Karpenési path (see Route 47 A, mile 31½). Another path goes E. over Oxyá to Gardíki in the Spercheios valley (see Route 45, mile 55). Path goes NW. over the W. spurs of Oxyá .
56¼	22½	Aniáda , pop. 390. The hills are here not very steep, and the path not difficult. Branch path E. to Syngrelou , pop. 390, and thence N. to Mýrisi , about 5 miles, pop. 360. Path goes N.
57½	23	Hágios Andréas , pop. 240.
60	24	Miará , pop. 120. Path descends steeply to the valley of the Karpenesiótikos river, which it crosses, and ascends NW.
62½	25	Karpenési , alt. 3,170 ft., pop. 2,900, P. T. O., seat of a bishop, head-quarters of gendarmerie. The upland plain is fairly fertile, though stony. To the N., immediately behind the town, is Mt. Velouchi (ancient Tymphrestus), alt. 7,608 ft.; away to the S. and SW. are visible the peaks of Kaliakoúda ,

miles	hours	
		alt. 6,900 ft., on the l., and Chelidóni, alt. 6,526 ft., on the r. (see Route 47 A).
		Karpenési is an important centre of communications, as there meet here all the routes that cross central Greece, from Lamía, Kardítsa, Arta, Agrínion, Naupactus, and Vitrinítsa. It is connected with eastern Greece by carriage-road to Lamía (Route 48). It also lies in the centre of the only level valley in the whole of the southern Pindus range, and is the one place that can be called a town. It was the capital of a <i>kaza</i> or sub-district in Turkish times; and much fighting took place around it in the War of Independence.
		A large fair is held at Karpenési every year during the first three days of August; about 4,000 peasants from all the mountain country round gather to do trade in butter, cheese, fleeces, and animals. (Cf. Prossós, Route 47 A, mile 27½, and Tatárna, Route 48, mile 75½.)

ROUTE 45

PORT VITRINÍ TSA—KARPENÉ SI

Via LIDORÍ KI, 70 miles

A carriage-road between Vitrinítsa and Lidoríki was begun many years ago, but left unfinished. It is possible for wheeled traffic between Malandríni (mile 9) and Lidoríki (mile 15), but otherwise its condition is very uncertain. Probably none of the necessary bridges has been constructed; but it is an easy pack-horse path. From Lidoríki to Karpenési there is also a good pack-horse path, but passable only in summer after the snows have melted. It reaches a height of

6,230 ft., and for some distance goes along a ridge above the 5,000 ft. level (cf. introduction to Route 44).

Times are those of a traveller with pack-animals. The distances are approximate, reckoned at 3 miles to the hour as far as Lidoríki, thence at $2\frac{1}{2}$ miles to the hour.

miles	hours	
0	0	Port Vitrinítsa (Eratíni: see Route 42, mile 28). Road goes N.
$1\frac{1}{2}$	$\frac{1}{2}$	Vitrinítsa . Road continues N., crossing the small plain, uncultivated and treeless except for numerous oleanders, then winds up the slopes of hills to the W., and ascends the valley of a stream (dry in summer) above the r. bank.
$4\frac{1}{2}$	$1\frac{1}{2}$	A bend in the valley shuts out view of the Peloponnesian shore of the gulf of Corinth to the S. Road still ascends; the valley is rocky and bare, and becomes very narrow.
$7\frac{1}{2}$	$2\frac{1}{2}$	Alt. 2,493 ft. Road reaches an upland desert plain, very stony, watershed between streams flowing S. to the gulf and N. to the Mórnos; then descends a barren valley to the cháni of Malandríni.
9	3	Cháni of Malandríni . Village on slopes of hill to the r., pop. 450. Road goes through cultivated fields across a plain to Lidoríki.
15	5	Lidoríki , alt. 1,870 ft. (see Route 43 (b), mile $37\frac{1}{2}$).
$18\frac{3}{4}$	$6\frac{1}{2}$	Stenó , alt. 1,345 ft. (see Route 43). Path crosses the Mórnos by the bridge, and goes through the broad plain in which the Kókkinos ('Red') river flows into the Mórnos (the water of the Kókkinos is undrinkable). Path goes NW. up the valley on the l. bank of the Kókkinos. Valley gets very narrow.
20	7	Cháni, by a good spring.

miles	hours	
25	9	Another spring. Path has to ford the stream several times, and is difficult.
28 $\frac{3}{4}$	10 $\frac{1}{2}$	Path leaves Kókkinos valley and ascends that of a tributary northwards.
31 $\frac{1}{4}$	11 $\frac{1}{2}$	Kostártsa , alt. 3,770 ft., pop. 690, P. T. O. Branch path NE. to Mousounítsa (see Route 43 (a), mile 52 $\frac{1}{2}$). To the r. of the valley is a limestone ridge on which lies Vostinítsa , pop. 820.
33 $\frac{3}{4}$	12 $\frac{1}{2}$	Path ascends a valley. The summit of the pass, alt. 4,590 ft., the watershed between tributaries of the Mórnos and those of the Phídaris (cf. Routes 44 and 46).
37 $\frac{1}{2}$	14	Path descends down r. bank of the Neráida , past some springs and a few fields, through a fir wood, crosses the stream, and reaches Artotína . Artotína , alt. 3,900 ft., pop. 1,370, P. T. O.; near principal sources of the Phídaris, above a fairly broad valley, with a spur of Mt. Var-dóusi (alt. 7,716 ft.) due E., and a very steep ridge running S. from it called Alogoráche ('Horse's Back'). The vine is cultivated. Path continues N., descending gradually.
39 $\frac{1}{2}$	14 $\frac{3}{4}$	Convent of Hágios Ioánnes beneath plane-trees, and near a good spring. Path goes through vineyards, then descends steeply.
40 $\frac{3}{4}$	15 $\frac{1}{4}$	Alt. 2,950 ft. Path crosses stream, leaving the province of Phthiotis-Phocis and entering Aetolia-Acarnania, then it ascends NW.
42	15 $\frac{3}{4}$	Sitísta , alt. 4,040 ft., pop. 850. Path goes N. and continues to ascend, sometimes steeply, past chestnut and oak-trees, then a beech forest. (Southern limit of the beech in the Balkan peninsula.)

miles	hours	
45	17	Alt. 5,410 ft. Shepherds' huts in the wood; path mounts to the summit of the ridge of the Oxyá range; and turns NW. along it. As far as mile $63\frac{3}{4}$, below, the ridge forms the boundary between the provinces of Phthiotis-Phocis on the E. and Aetolia-Acarnania on the W. To the r. are the streams falling into the Phídaris, to the l. those falling into the Spercheios; it is an important watershed dividing the river systems of E. and W. Greece. Beech woods to the W.
$48\frac{3}{4}$	$18\frac{1}{2}$	Alt. 6,230 ft., highest point on the route, immediately under the summit of Oxyá to the l. (alt. 6,325 ft.). From this summit there is a ridge WSW. dividing the basin of the Phídaris from that of the Krikéllou, which flows into the Aspropótamos (see Route 44, mile $42\frac{1}{2}$). Ridge descends slightly. Valley of Gardíki to the E. (Village is $2\frac{1}{2}$ hrs. away, down in the valley, pop. 1,300. Five hrs. farther on to the E. is Agá in the Spercheios valley: see Route 48, mile 9.) Beech woods cover the higher slopes of Oxyá, and fir woods are lower down.
50	19	Path, keeping to the ridge, leaves beech woods, descending slowly.
55	21	Alt. 5,510 ft. A neck, over which goes a track from Krikéllou on the W. (see Route 44, mile 50) to Gardíki and the Spercheios valley (see above, mile $48\frac{3}{4}$). Path ascends again.
$56\frac{1}{4}$	$21\frac{1}{2}$	Alt. 5,740 ft. Path descends, continuing in a northerly direction along the ridge, till it reaches mile $63\frac{3}{4}$.
$63\frac{3}{4}$	$24\frac{1}{2}$	Alt. 4,068 ft., the watershed, across which goes the Lamía-Karpenési carriage-road,

miles	hours	
		which is followed to Karpenési (Route 48, miles 44 $\frac{3}{4}$ –51).
70	26 $\frac{1}{2}$	Karpenési.

ROUTE 46

AGRÍNION—SÁLONA

Via PLÁTANOS AND LIDORÍKI, 100 miles

A carriage-road as far as Kephálóvryso (mile 18 $\frac{3}{4}$), then a rough bridle-path. It goes over the same rugged district of the Krávári as Route 44, but from west to east. It is almost the most difficult path in Greece, and is unfit for any large body of infantry, or for mountain artillery. But to improve it would not be difficult, and in that case it might be of some importance as an alternative through route to that by the coast from Mesolónghi to Galaxídi (Routes 34 and 42).

To Kephálóvryso the time is taken roughly at an average of 3 miles an hour. From there the distances are approximate only, at 2 $\frac{1}{2}$ miles to the hour (except for the short stretch between Lidoríki and Malandríni, miles 80–86); the times are those of a traveller with pack-animals.

miles	hours	
0	0	Agrínion. Road as far as mile 18 $\frac{3}{4}$ is the same as Route 35 (<i>a</i>), miles 46 $\frac{1}{2}$ –27 $\frac{3}{4}$.
18 $\frac{3}{4}$	6	Kephálóvryso. The Naupactus road goes SW. Path branches off S. by E.
22 $\frac{1}{2}$	7 $\frac{1}{2}$	Chrysovítsa , pop. 830. Path goes E. down a valley opening on to the Phídaris and joins Route 44 at mile 16. It goes with it as far as Plátanos, first NE. up the r. bank of the Phídaris , then crosses that river by the bridge of Artotíva.

miles	hours	
26 $\frac{1}{4}$	9	Bridge of Artotíva (village $\frac{1}{2}$ mile to N.). Path enters the Krávari country, and goes ENE. up r. bank of Kákavos , then turns N.
31 $\frac{1}{4}$	11	Plátanos . Path to Karpenési branches N. (see Route 44, mile 22 $\frac{1}{2}$). Some distance to the S. on the opposite side of the river at the head of a tributary valley is Símou , pop. 600, P. T. O. Path descends again SE. to the Kákavos , and turns E. up the valley.
37 $\frac{1}{2}$	13 $\frac{1}{2}$	Chómori , pop. 420. Mts. Ardíni , alt. 5,587 ft., and Tsekouíri , alt. 5,695 ft., to the N.
41 $\frac{1}{4}$	15	Path crosses the Kákavos ; Mt. Pappadiá , alt. 5,623 ft., to the S.
45	16 $\frac{1}{2}$	Megála Lobotiná , alt. 3,405 ft., pop. 820, P. O.; finely situated on the well-wooded slopes of Mt. Pappadiá in a circus of mountains. Path continues E. through a small fertile valley.
46 $\frac{1}{4}$	17	Mikrá Lobotiná , pop. 450. Mt. Trítsovo , alt. 5,603 ft., to the E., the watershed between the tributaries of the Phídaris to the N. and those of the Mórnos to the S. Here path bifurcates, one branch going to N., the other to S., of Mt. Trítsovo. They join at Stenó .
(a) NORTHERN ROUTE		
56 $\frac{1}{4}$	21	Path goes N. along the western slopes of a spur of Trítsovo . Voítsá , pop. 840 (see Route 44, mile 30); path turns SE. up the valley of a tributary of the Phídaris , over a ridge separating it from the valley of the Kókkinos river, where

miles	hours	
		Mts. Vardoúsi and Kióna come into view to the E. (see Route 43) ; the ridge forms the boundary between the provinces of Aetolia-Acarmania and Phthiotis-Phocis. Then path runs down a valley to Pentagioí.
66½	25	Pentagioí , pop. 810, P. T. O., with Mt. Vlácho , alt. 5,492 ft., to the W. Numerous springs. Paliokátouno , pop. 1,030, P. T. O., lies 2 hrs. to the S. Path turns ESE. down the Kókkinos valley (see Route 45, mile 18¾).
75	28½	Stenó . Pass and bridge (see Route 43, mile 33¾).
		(b) SOUTHERN ROUTE Path leaves Lobotiná and goes S., then SW. over a ridge.
63¾	24	Limnítsa , pop. 250. Path descends to valley of a tributary of the Mórnos river, crosses it, and turns up ENE. by the S. slopes of a ridge, 3,061 ft. high.
68¾	26	Koupáki , pop. 330. Hence S. and SE. down to the valley of the Mórnos , which the path crosses, and ascends along its l. bank by the path from Naupactus to Lidoríki (see Route 43, mile 26¼). The Mórnos is the boundary between the provinces of Aetolia-Acarmania and Phthiotis-Phocis.
76½	29	Stenó bridge. [Mileage continued from Route (b).] Route goes E. to
80	30½	Lidoríki and, by carriage-road, S. to the
86	32½	Cháni of Malandríni , as in Route 45, miles 18¾-9; thence over the mountains, as a path, in a general easterly direction, round the N. slopes of Mt. Palatiá , alt. 2,956 ft.

miles	hours	
96	36½	Hágia Efthymía. Branch path S. to Galexídi , 8½ miles (Route 19, miles 8½–0). Thence by carriage-road, following Route 19, miles 8½–12½, to Sálona .
100	38	Sálona (see Routes 19 and 20).

ROUTE 47

AGRÍNION—KARPENÉSI

There are two mountain paths, which form the chief means of communication from southern and northern Aetolia (**Karpenési**), to Thessaly, and, together with Route 48, from western to eastern Greece. Both are difficult, the first, via **Prossós**, being the more difficult of the two, but more direct and much more frequented, especially by local traders for timber, as the country is well wooded. Goods landed at **Mesolónghi** and taken by rail to **Agrínion**, or at **Karvassará** and taken by road to the same place (see Route 33), are transported thence by pack-animals by this route in 3 days to **Karpenési**. As it traverses one of the most difficult districts of Greece, it could be used only by small bodies of infantry. Much fighting, however, took place on it during the War of Independence. The only considerable river the paths have to cross, the **Agalianós** (see below, A, mile 32½, and B, mile 26¾), is spanned by bridges.

For the general importance of these two routes see introduction to Route 44.

Times given are those of a traveller with pack-animals. Distances are approximate, and reckoned at 2½ miles to the hour.

A. *Via PROSSÓS*, 47½ miles

miles	hours	
0	0	Agrínion. Route starts as a cart-track and goes SE. across the plain at the foot of Mt. Vlochós .

miles	hours	
2	$\frac{3}{4}$	Track crosses Eremítsas river by a ford (cf. Route 33, mile 19 $\frac{1}{2}$). Track goes E.; main road to Naupactus (Route 35 (a)) is on the r. They meet at Paravóla.
6 $\frac{1}{4}$	2 $\frac{1}{2}$	Paravóla. Naupactus road branches off SE. Route becomes a path, which goes E. and at once enters the hill country.
11 $\frac{1}{4}$	4 $\frac{1}{2}$	Soboníko , pop. 220, with a number of fresh-water springs. The path now gets more difficult and goes across deep gorges.
12 $\frac{1}{2}$	5	Prostovás , pop. 650. The path reaches a plateau and then descends.
13 $\frac{3}{4}$	5 $\frac{1}{2}$	Vasilikó river, near the point where it changes from its southerly course to flow E. into the Phídaris (see Route 35). The country now becomes much wilder, as the path ascends up the r. or western bank of the Vasilikó, with one of the heights of Mt. Viéna on the l., alt. 5,120 ft. (cf. Route 35).
15	6	A poor cháni, and a high foot-bridge over the river. The path crosses this and ascends continually up the l. bank. The village of Spartiás , pop. 300, is seen high up on the l. above the opposite bank. The path becomes a shelf only, cut in the precipitous sides of the valley.
17	6 $\frac{3}{4}$	Streganiás , pop. 200, with many saw-mills, is seen on the mountain side on the opposite bank.
19 $\frac{1}{2}$	7 $\frac{3}{4}$	Cháni of Tsakoníka . Path continues ascending steeply.
20	8	Top of the ridge; height to r. of path 5,194 ft. The summit of Mt. Viéna is seen to the l., alt. 6,322 ft. On the opposite side of the ravine, below this summit, is the village of Lambíri , pop. 250.

miles	hours	
20 $\frac{1}{2}$	8 $\frac{1}{4}$	Path crosses several ridges. Small church and a spring. Summits of Arapoképhala ('Negro-heads') in front, alt. 5,987 ft. Slopes covered with firs.
22 $\frac{1}{2}$	9	The summit of the pass is reached, where is the watershed of several streams, and the path begins to descend down the valley of the torrent of Prossós. Mt. Velouchi , behind Karpenési (see Route 44), is now visible.
26 $\frac{1}{4}$	10 $\frac{1}{2}$	Path is now above an open valley, the first fertile land seen since Soboníko (see above, mile 11 $\frac{1}{4}$), with a gorge at its farther or N. end. The path winds down among the terraces and gardens belonging to the village. Vines, maize, and walnut and mulberry-trees are grown.
27 $\frac{1}{2}$	11	Prossós at N. end of the valley, pop. 1,250, P. T. O. The monastery of Prossós is $\frac{1}{4}$ hr. away to the N. at the precipices forming the gorge above mentioned. A fair is held here every 23rd of August (cf. Karpenési, Route 44, and Tatárna, Route 48, mile 75 $\frac{1}{2}$), during which many pilgrims come to the shrine. The path becomes very difficult going NE. on the edge of the precipitous l. bank of the stream, which is several hundred feet below. There are soon visible in front two mountains, Kaliakouída , alt. 6,900 ft., with a pyramidal summit, on the E., and the serrated ridge of Chelidóni , alt. 6,526 ft., on the W., exactly opposite one another, forming a very narrow gateway, through which runs this route to Karpenési (cf. Route 44, mile 62 $\frac{1}{2}$).
31 $\frac{1}{4}$	12 $\frac{1}{2}$	The torrent of Prossós falls into the Krikéllou river, coming from the E. round the



PASS BETWEEN MTS. CHELIDÓNI AND KALIAKOÚDA,
LOOKING UP KARPENESIÓTIKOS RIVER

(SEE ROUTE 47 A, MILE 36 $\frac{1}{4}$)

miles	hours	
		foot of Mt. Kaliakoúda (village of Krikéllou lies 5 hrs. to the E., by a track going up the r. bank of this river : see Route 44, mile 50). Path turns NW. down the l. bank of the Krikéllou river.
32½	13	Junction of the Karpenesiótikos , flowing from the N., and the Krikéllou, forming the Agalianós river, which disappears NW. through a deep gorge, then turns N. round the S. and W. slopes of Mt. Chelidóni, receives the waters of the Mégdova and, after a bend to the W., those of the Agraphiótikos (both coming from the N. : see Route 48), and falls into the Aspropótamos. Exactly at the mouth of the gorge the river is spanned by a modern bridge, and the path turns NE. and ascends up the r. bank of the Karpenesiótikos. The country is still very wild.
36¼	14½	Path descends to the mouth of a small torrent, and approaches the level of the river in order to pass through the chasm formed by the precipitous cliffs of Mts. Chelidóni and Kaliakoúda (see above, mile 27½) ; it is cut out of the cliff and overhangs the river, the pass leaving room for the river only.
37½	15	The narrowest point of the pass with two small shrines on either bank of the stream. Beyond the gorge is a narrow fertile belt of land on the r. bank, planted with maize, belonging to the village of Karýtsa , pop. 410, situated high up on the opposite side of the stream.
39½	15¾	Path crosses a second torrent by a mill, and climbs steeply up to a ridge which projects

miles	hours	
		from Chelidóni and forms, with a similar spur on the l. bank, a second gorge, passable only for the river, so that the path has to go over the summit. On the crest is a church, from which Karpenési can be seen 7 miles to NNE.
40	16	Mikrochóri , pop. 600; on the opposite bank is Megalochóri , pop. 830. The river is diverted into many channels to irrigate the maize-fields. The heights are well wooded on all sides. The path is bad, consisting of cobbles and mud.
42½	17	Klápsio , pop. 400, at foot of hill of Kóniska on E. bank. On the r. or N. bank of the stream (after the bend to E. made by the valley: see below), among the trees at the base of Kóniska , is Kephalóvryso , the spot where Márko Bótsares, the defender of Mesolónghi fell, in August 1823. A Turkish force was coming S. through Ágrapha (Route 49 B) to join the army besieging Mesolónghi, which alone of all the towns of western Greece was still holding out. Bótsares and others were encamped at Mikrochóri and Megalochóri, to dispute their passage southwards to the Corinthian gulf.
45	18	Koryschádes , pop. 340, at foot of hill of Paliókastro on l. of the valley, the last height towards Karpenési. The valley bends round to the E. and continues as far as the Oxyá hills to the SE. (see Routes 44 and 45), connecting with Mt. Veloúchi by the ridge over which the carriage-road goes to Lamía (see Route 48). Path continues E. along the valley for

miles	hours	
		about $\frac{3}{4}$ hr., then turns up a long slope to the N., and by means of a dry torrent-bed enters Karpenési.
47 $\frac{1}{2}$	19	Karpenési (see Route 44).

B. *Via* HÁGIOS VLÁSES, 61 $\frac{1}{4}$ miles

This route presents no great difficulties, but is far longer than Route A and much less used by traders. It affords a great contrast to that by Prossós, going over a country of not very lofty sandstone hills, whose monotony is broken only by the heights of Kynigoú and Koútoupas (alt. 5,334 ft., 5,833 ft., 5,518 ft., 5,476 ft., going from south to north), a range forming a continuation of Mt. Arapoképhala (see Route A) in a northerly direction—very different from the abrupt limestone mountains that hem in the route by Prossós. The vegetation too changes, and the hills are covered mostly with brushwood. Streams are rare in this deserted region. Fighting took place during the War of Independence near Hágios Vlases, the Greeks preventing a Turkish force from Mesolónghi getting to Karpenési and the north.

Near the bridge of Manóles (mile 41 $\frac{1}{4}$) the path joins the Karpenési–Arta path (see Route 48 (b), mile 71).

A carriage-road from Agrínion to Hágios Vlases was begun but never finished ; and the parts completed are falling into disrepair.

miles	hours	
0	0	Agrínion. Road leaves the town eastwards, then turns N., skirting the W. side of Mt. Vlochós.
7 $\frac{1}{2}$	3	Road ends and becomes a bridle-path, turning off to the r., then winding down a valley, and crossing a stream.
12 $\frac{1}{2}$	5	Path reaches l. bank of the Zervás , flowing from the E. to join the Aspropótamos. A

miles	hours	
		modern bridge, called Phrankóskala , was built on the line of the proposed carriage-road, but is now a ruin. The ford is just above the bridge. Foundations of an ancient temple on a small level piece of ground at the S. end of the bridge.
		Path crosses to r. bank.
13 $\frac{3}{4}$	5 $\frac{1}{2}$	A small cháni . Path crosses a small stream and turns N.
16 $\frac{1}{4}$	6 $\frac{1}{2}$	The stream is crossed again. A good spring. Path ascends through characterless country. A cháni at the foot of the last steep ascent is all that is seen on the route. At the top of the ridge is a church of Hágios Ioánnes . Path descends the other side of the ridge.
21 $\frac{1}{4}$	8 $\frac{1}{2}$	Hágios Vlases , alt. 2,500 ft., pop. 1,020, P. T. O.; the only large village in this district, finely situated just beneath Mt. Koútoupas , with a view of the Aspropótamos and the mountains of Acarnania to the W.
		3 $\frac{1}{2}$ hours NNW. of the village are the hot medicinal springs of Kremastá ('Hanging'), in the bed of the Aspropótamos , so called because the banks of the river approach each other so closely as to be joined by a bridge of ropes.
		Path goes N.
25	10	Cháni Sto Plátano ('at the Plane-tree'); good spring from the hollow of the tree.
		The path descends to Choúni .
25 $\frac{3}{4}$	10 $\frac{1}{4}$	Choúni village, pop. 600; stream of the same name flowing W. to the Aspropótamos . Path crosses to r. bank and ascends steeply.

miles	hours	
26 $\frac{3}{4}$	10 $\frac{3}{4}$	Cháni of Bouzdouíni . Path gradually descends to valley of Agalianós river (see Route A, mile 32 $\frac{1}{2}$).
32 $\frac{1}{2}$	13	Path crosses Agalianós by Sídera ('Iron') bridge, actually a wooden bridge, 115 paces long, with stone piers.
	.	Path continues N.
35	14	Path reaches Agraphiótikos river, which it crosses by a ford (water not deep), just above the Kástro of Tatárna on the opposite bank, the ruins of an ancient town on a hill in a position of great importance and strength, commanding this route and Route 48, and surrounded by rivers on three sides, the Agraphiótikos on the E., the Agalianós on the S., and the Aspropótamos on the W.
		Path goes NW.
37 $\frac{1}{2}$	15	Monastery of Tatárna . Branch path N. in 1 hr. to the bridge of Tatárna and so to Arta (see Route 48, mile 75 $\frac{1}{2}$).
		Path continues past the Kástro of Dióuka in a NE. direction.
41 $\frac{1}{4}$	16 $\frac{1}{2}$	Bridge of Manóles over the Agraphiótikos (see Route 48 (a), mile 72 $\frac{1}{4}$); hence by Route 48, miles 51–71, in reverse direction.
		Path goes down E. bank of the river, then turns E. ascending a ridge.
43 $\frac{3}{4}$	17 $\frac{1}{2}$	Summit of ridge, alt. 2,585 ft. Path descends.
45	18	Phrangísta , alt. 2,208 ft., pop. 600.
47 $\frac{1}{2}$	19	Marathiás , pop. 510. Path descends ENE.
51 $\frac{1}{4}$	20 $\frac{1}{2}$	Bridge of Víniani over the Mégdova river, alt. 991 ft. Path ascends a ridge.
53	21 $\frac{1}{4}$	Sténoma above on the l., alt. 2,165 ft., pop. 410. Path rises with many curves.
58 $\frac{1}{4}$	23 $\frac{1}{2}$	Church of Hágios Athanásios on the

miles	hours	
		summit of the ridge, alt. 4,823 ft. Path descends SE., rounding a shoulder of Mt. Velotúchi .
61 $\frac{1}{4}$	24 $\frac{1}{2}$	Karpenési , alt. 3,170 ft.

ROUTE 48

LAMÍA—KARPENÉSI—ARTA, 118 miles

(WITH BRANCH FROM BRIDGE OF TATÁRNA TO KARVASSARÁ)

This is a good carriage-road as far as Karpenési (mile 51); for two-thirds of the distance it ascends gently up the broad valley of the Spercheios, 4 to 6 miles wide, through fertile country with the foot-hills of Mt. Othrys (where there is good pasture) on the right and the rocky slopes of Mt. Oeta across the valley to the south; the last part is steeper as it rises to Karpenési, which is situated 3,170 ft. above sea-level, beyond the watershed which divides the streams flowing eastwards to the Aegean, from those flowing W. to join the Aspropótamos on its way to the W. end of the Corinthian gulf. But the gradients are not difficult. There is a regular motor-omnibus service between Karpenési and Lianokládi station on the Lárisa railway (see below, mile 7).

From Karpenési to Arta it is a difficult bridle-path, going over high passes and through very wild and rugged, and sparsely populated country. There are three bridges, wide enough for one pack-animal to cross at a time. Most of the rivers are unfordable in winter and spring, except in their upper courses. This path, though difficult, would be passable for infantry and mountain artillery; and for purposes of trade it is much used, as for the whole of the year it preserves communication between eastern and western Greece (see introduction to Route 44).

An important branch path goes from the bridge of Tatárna (mile 75 $\frac{1}{2}$) to Karvassará.

miles	hours	
0	0	Lamía (see Route 7). Road goes W., then WSW., following the railway line, which keeps to the S. of it, then WNW.
7	2¼	Lianokládi railway station, alt. 80 ft., on Lárissa railway, and junction for Lamía branch.
9	3	Lianokládi village, pop. 820. Branch carriage-road SW.:
		miles
		0 Lianokládi village.
		¾ Iron bridge over Spercheios river. Road turns S.
		1½ Hot sulphur baths of Hypáte (P.T.O.), much frequented in summer.
		4½ Hypáte (see Route 43, mile 72½). From Hypáte a cart-track goes W. along the S. border of the valley past Agá , 6 miles, pop. 1,050, P.T.O., and Palióvracha , 9 miles, pop. 1,060, to join main road at Hágios Ioánnes or Láspe (see below).
11½	3¾	Zéli , pop. 200. Hills to N. come down close to the Spercheios , leaving just room for the road to pass between them and the river.
13½	4½	Country more open again, the hills retiring 2 miles away N.
15	5	Archáni 1½ mile to N., pop. 500.
17½	5¾	Branch path N. to the Mochlóuka pass (see Route 22 C).
18	6	Mákrysi , pop. 530.
19½	6½	Varybópi , pop. 690, P. T. O. Half a mile before reaching Varybópi a track goes N. up the valley of a stream to Platýstomo, 2½ miles, where there are cold medicinal springs, and the pass of Giannitsoú, 6½ miles (see Route 23).

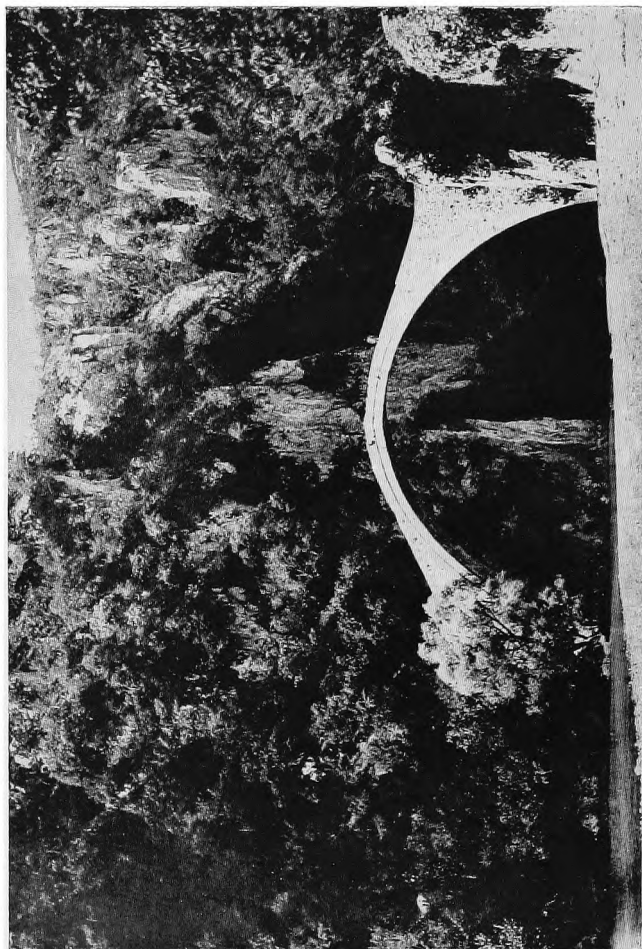
miles	hours	
22½	7½	Kalývia Pournariou.
24½	8¼	Branch path NE. and N. over the hills to Tsouka , pop. 890.
26½	8¾	Hágios Ioánnes to l. of road. Track from Hypáte joins the road here (see above, under mile 9). The road here bends slightly to the r. and goes WNW. up the Spercheios valley, which here becomes quite narrow. It keeps the stream on its l.
31½	10½	Pitsiotá 1 mile to r. of road, pop. 240. Here the road bends sharply to the l., crossing the stream and going more steeply SSW. up the valley of a tributary stream, skirting the eastern slopes of Mt. Veloúchi (Tymphrestus), alt. 7,608 ft., one of the most important mountains of the Pindus range.
36½	12	Merkáda , pop. 440. The road is now running almost due S. Path NW. to Mavrillo , pop. 370, situated beneath Mt. Mavrillo, alt. 6,190 ft., one of the peaks of the Veloúchi range.
37¼	12¼	Alt. 1,614 ft.
40	13¾	Kápsi , pop. 700, beneath another peak, alt. 5,380 ft., of the same range. Road continues in S. by W. direction, but with many curves.
44¾	15	Road crosses the watershed, alt. 4,068 ft., between the sources of the Spercheios and those of the Karpenesiótikos river, which flows westward and ultimately, after joining other streams, into the Aspropótamos (see Routes 33 and 47). Path from Vitrinítsa comes in from the S. (Route 45).
46¾	15½	Road reaches the Karpenesiótikos at the village of Láspe , alt. 3,346 ft., pop. 720, in

miles	hours	
		a fertile valley producing wheat, maize, peas, apples, and chestnut-trees.
		Road turns WNW. down the valley, crossing the stream twice by wooden bridges, and passes over a high ridge.
48½	16	Upland plain of Karpenési . Road leaves the river, which flows due W.
51	17	Karpenési , alt. 3,170 ft. (see Route 44). Carriage-road ends. The path ascends steeply NW. up a shoulder on the W. slopes of Mt. Velóúchi. Peak on the r. 6,956 ft. (see Route 47 B, miles 41¼–61¼).
54	18¼	Church of Hágios Athanásios on the summit of the ridge, alt. 4,823 ft. Hence the path descends in many curves, with a deep wooded vale on the r., then more westwards along a ridge to the N. Village of Sténoma above on the r., alt. 2,165 ft.
59¾	20½	Path descends from the ridge.
61	21	Bridge of Víniani , alt. 991 ft., over the Mégdova river, in a thickly wooded gorge. This bridge and the two mentioned below are narrow, single-span stone bridges, high over the river. It springs from natural piers formed by the precipices on either bank.
		From here there is a choice of paths to the next bridge:
		(a)
62¼	21½	NW. upwards to the village of Víniani. Village of Víniani , pop. 330, thence in a direction W. by N.
66	23	Kerásovo , pop. 960, P. T. O., lying beneath Mt. Kafké to the N., alt. 5,769 ft. Cherries, apples, peas, wine, &c., produced here.

miles	hours	
		<p>From Kerásovo branch paths go : (1) N. to Ágrapha (Route 49 B), (2) NW., fording the Agraphiótikos, to Vóulpi, 7½ miles, pop. 300, thence NNW. along the W. slopes of Mt. Phtéri, alt. 6,715 ft., to Granítsa, 15 miles, alt. 2,854 ft., pop. 960, P. T. O. ; situated high up on a spur of Mt. Phtéri. From here difficult paths go SW. to Velaóra, 10 miles, pop. 450, and N. to Lepianá, 5 miles, pop. 300, Raftópoulo, 7½ miles, pop. 800, and Zelenítsa, 15 miles, pop. 770, all mountain villages. From Zelenítsa difficult and often dangerous paths (not suitable for loaded animals) cross the northern ridge of Mt. Phtéri (alt. of summit 6,995 ft.), or Mt. Tsournáta to the N., alt. 7,113 ft., in an easterly direction to Ágrapha in 9–12 hours (see Route 49 B).</p> <p>From Granítsa, too, goes the track westwards by the bridge of Vrovianá to Arta and Epirus (see <i>Handbook of Macedonia</i>, Route 16) over a mountainous district which is an almost insurmountable barrier to communication. (See note at end of this route.)</p> <p>The mountain country N. of Kerásovo is all thickly wooded, mostly with fir-trees.</p>
72¼	25½	<p>Path continues in a westerly direction, then turns SW., finally S. down the valley of the Agraphiótikos river.</p> <p>Bridge of Manóles, alt. 853 ft., by which path crosses to the W. bank. This bridge is remarkable for the width of its span, the height of the keystone above the river, and the steepness of the arch, as, unlike other bridges of this kind, it rises, not from high banks, but from a level very little above</p>



BRIDGE OF MANÓLES: MT. PHTÉRI IN BACKGROUND (SEE ROUTE 48 (a), MILES 66 AND 72½)



BRIDGE OF TATÁRNA (SEE ROUTE 48 (*b*), MILE 75½)

miles	hours	
		that of the river (see Plate IX and Route 47 B, mile 41 $\frac{1}{4}$).
		(b)
		WSW. from Viniani bridge to Marathiás.
64 $\frac{3}{4}$	22 $\frac{1}{2}$	Marathiás (see Route 47 B, mile 47 $\frac{1}{2}$). Path goes W.
67 $\frac{1}{4}$	23 $\frac{1}{2}$	Phrangísta , alt. 2,208 ft. (see Route 47 B, mile 45). Path ascends to a ridge.
68 $\frac{1}{2}$	24	Summit of ridge, alt. 2,585 ft. Path descends to the Agraphiótikos and up its E. bank to the bridge of Manóles.
71	25	Bridge of Manóles (see (a), mile 72 $\frac{1}{4}$).
		[Mileage continued from Route (b).]
		Path goes NW. then W., skirting the slopes of Mt. Dióuka (with ruins of a fortress on its summit) to S. Branch path to Agrínion via Hágios Vlases branches off SW. (see Route 47 B, mile 41 $\frac{1}{4}$).
72 $\frac{3}{4}$	25 $\frac{3}{4}$	Alt. 1,342 ft. Path descends again.
74 $\frac{3}{4}$	26 $\frac{1}{2}$	The Aspropótamos (ancient Acheloüs), the largest river of Old Greece (cf. Route 33), just where it issues from the gorge of Sívista and turns in its course from E. to S. The path goes up the l. bank of the river westwards.
75 $\frac{1}{2}$	26 $\frac{3}{4}$	The bridge of Tatárna , alt. 636 ft., with a keystone 60 ft. above the river, just above the gorge, where many springs issue from the foot of the precipice. One hour S. of the bridge is the monastery and village of Tatárna , pop. 500—an important strategic position, as it commands as well this route from E. to W. as the route coming up from the S. from Agrínion by Hágios Vlases (see Route 47 B; mile 37 $\frac{1}{2}$). Remains of two ancient fortresses are close by, one on a hill

miles	hours	
	to the E., the Kástro . At the point mentioned above, where the path meets the river at its bend, is a small level plain called Magoúla , at which a large fair is held every year, even more important than that of Karpenési (cf. Route 44, mile 62½, and Route 47 A, mile 27½). The vine is much cultivated.	
	Crossing the bridge the path bifurcates, one branch going to Karvassará, the other to Arta.	
	The branch path to Karvassará runs as follows :	
0	0	Bridge of Tatárna . Path goes S. down the r. bank of the Aspropótamos, then gradually bends away from the river. Height to the r. 2,992 ft.
5	2	Boníkovo 1½ mile to the r. of the path, pop. 620, P. T. O. Path gradually bends round to the W., crossing a small tributary of the Aspropótamos.
8¾	3½	Alevráda 1 mile to the NW., pop. 410. Path ascends to cross a ridge between two streams, one flowing SE. to the Aspropótamos, and the other SW. to the Pantiópoulos (see below).
11¼	4½	Summit of ridge, alt. 2,080 ft. Mt. Katsáda to the N., alt. 2,680 ft. Path descends SW. above the r. bank of the stream.
14½	5¾	Valley of the Pantiópoulos , flow-

miles	hrs.	
0	0	Bridge of Tatárna . Path goes S. down the r. bank of the Aspropótamos, then gradually bends away from the river. Height to the r. 2,992 ft.
5	2	Boníkovo 1½ mile to the r. of the path, pop. 620, P. T. O. Path gradually bends round to the W., crossing a small tributary of the Aspropótamos.
8¾	3½	Alevráda 1 mile to the NW., pop. 410. Path ascends to cross a ridge between two streams, one flowing SE. to the Aspropótamos, and the other SW. to the Pantiópoulos (see below).
11¼	4½	Summit of ridge, alt. 2,080 ft. Mt. Katsáda to the N., alt. 2,680 ft. Path descends SW. above the r. bank of the stream.
14½	5¾	Valley of the Pantiópoulos , flow-

miles	hours	miles	hrs.	
				ing S. to join the Aspropótamos. Path from Spoláita (see Route 33, mile 30½) comes in from the S., and continues N. up the l. bank of the river to the bridge of Chalkiópoulos (see below, mile 87½).
		15¾	6¼	Cháni of Podogorá , alt. 574 ft. Path turns W. up the valley of a tributary.
				Giannopóulou on a hill to the r., pop. 300.
		19½	7¾	Varytáda , pop. 480. Path from Lepainoú (see Route 33, mile 37) comes in from the S., and continues N. past Xerakiás (see below, mile 91¼).
				Path continues W. over a ridge (summit on the l. 1,850 ft.), down to the valley of a stream flowing NNW. to the plain of Loutró (see Route 33, mile 60). Path crosses the stream, and then goes over a low range to the gulf of Arta.
		29½	11¾	Karvassará (see Route 33, mile 52½).
				Path goes SW. after crossing the bridge of Tatárna, then W. round the shoulder of a hill, and continues in a general westerly direction, N. of hill, alt. 2,992 ft. (see above, under mile 75½, branch path, mile 0).
83¾	30			Path reaches the headwaters of a small stream flowing W. into the Pantiópoulos river. Height to the NE. 4,515 ft., to the S. 3,356 ft.
85	30½			Chalkiópoulos , pop. 860, P. T. O

miles	hours	
		Branch track NE., then N., above the r. bank of the Aspropótamos to Sakarétsi , about $7\frac{1}{2}$ miles, pop. 610; whence it continues N. to cross the Aspropótamos by the bridge of Vrovianá , 15 miles, and then E. to Granítsa . (Cf. note at end of this route, and above, (a), mile 66; and <i>Handbook of Macedonia</i> , Route 16.)
		Path goes SW. down the r. bank of the stream.
87 $\frac{1}{2}$	31 $\frac{1}{2}$	Bridge of Chalkiópoulos over the Pantiópoulos river, above the point where the stream joins it.
		Path from Spoláita comes in from the S. (see above, under mile $75\frac{1}{2}$, branch path, mile $14\frac{1}{2}$), and continues NNW. up the valley of the river to the village of Pantiópoulos (or Sýntekno), about 12 miles, pop. 1,460, P. T. O. From here one path goes E. and then S. to Sakarétsi (see above); another goes W. past Phloriáda to Arta (see below).
		Path crosses the bridge and continues W. ascending the Makrínoros range that separates the gulf of Arta from the Pantiópoulos valley.
91 $\frac{1}{4}$	33	Xerakiás , pop. 130.
		Path from Lepainoú comes in from the S. (see above, under mile $75\frac{1}{2}$, branch path, mile $19\frac{1}{2}$), and continues NNW. just below the summit of Makrínoros. The hills are well

miles	hours																						
		wooded, mostly with oak-trees.* It runs as follows :																					
		<table> <tr> <th>miles</th><th>hrs.</th><th></th></tr> <tr> <td>0</td><td>0</td><td>Xerakiás.</td></tr> <tr> <td>3$\frac{3}{4}$</td><td>1$\frac{1}{2}$</td><td>Doúnista, pop. 510, P. T. O.</td></tr> <tr> <td>10</td><td>4</td><td>Drómista, pop. 140.</td></tr> <tr> <td>11$\frac{1}{4}$</td><td>4$\frac{1}{2}$</td><td>Valmáda, pop. 330.</td></tr> <tr> <td>16$\frac{1}{4}$</td><td>6$\frac{1}{2}$</td><td>Phloriáda, pop. 680. Here path turns W., then SW., to Ánino.</td></tr> <tr> <td>23$\frac{3}{4}$</td><td>9$\frac{1}{2}$</td><td>Ánino. Thence S. to Pt. Menídi on NE. corner of the gulf of Arta (see Route 33, mile 70$\frac{1}{2}$).</td></tr> </table>	miles	hrs.		0	0	Xerakiás.	3 $\frac{3}{4}$	1 $\frac{1}{2}$	Doúnista , pop. 510, P. T. O.	10	4	Drómista , pop. 140.	11 $\frac{1}{4}$	4 $\frac{1}{2}$	Valmáda , pop. 330.	16 $\frac{1}{4}$	6 $\frac{1}{2}$	Phloriáda , pop. 680. Here path turns W., then SW., to Ánino.	23 $\frac{3}{4}$	9 $\frac{1}{2}$	Ánino. Thence S. to Pt. Menídi on NE. corner of the gulf of Arta (see Route 33, mile 70 $\frac{1}{2}$).
miles	hrs.																						
0	0	Xerakiás.																					
3 $\frac{3}{4}$	1 $\frac{1}{2}$	Doúnista , pop. 510, P. T. O.																					
10	4	Drómista , pop. 140.																					
11 $\frac{1}{4}$	4 $\frac{1}{2}$	Valmáda , pop. 330.																					
16 $\frac{1}{4}$	6 $\frac{1}{2}$	Phloriáda , pop. 680. Here path turns W., then SW., to Ánino.																					
23 $\frac{3}{4}$	9 $\frac{1}{2}$	Ánino. Thence S. to Pt. Menídi on NE. corner of the gulf of Arta (see Route 33, mile 70 $\frac{1}{2}$).																					
		Path continues W. over ridge, and down the valley of a stream past Loutró.																					
99	36	Path joins Mesolónghi-Arta road (Route 33) just S. of the pass of Makrínoros, 7 $\frac{1}{2}$ miles N. of Karvassará, and follows it N. through the pass to Arta (Route 33, miles 60-79).																					
118	42	Arta.																					

Note

The route between Arta and Karpenési given in the *Hand-book of Macedonia* (Route 16) is not the best one, and is usable only in the summer. Especially are there difficulties between Sakarétsi and the Aspropótamos river, where the distances seem to have been underestimated. The route between Granítsa and Ágrapha as shown in the same hand-book is also not practicable; once at Granítsa, the best way to Karpenési is by Kerásovo (see above); and the best path from Ágrapha to Karpenési is down the valley of the Agraphiótikos and by Kerásovo (Route 49 B), not as in the *Hand-book of Macedonia*.

ROUTE 49

KARPENÉSI—KARDÍTSA—LÁRISSA

There are two mountain tracks, difficult, but forming the only direct route to Thessaly and the north. Route A is Route 15 in the *Handbook of Macedonia*. Route B is, however, the more frequented of the two. Both go through very wild mountainous country, little populated. They meet at Kardítsa. Despite the difficult nature of the country N. of Ágrapha, the trade connexions of this district are almost entirely with Kardítsa, and not with Karpenési.

From Kardítsa there is a metalled road as far as mile $94\frac{1}{4}$; thence a cart-track. It goes first across the flat western plain of Thessaly, watered by the numerous tributaries of the Peneios; then across the low range of hills that separate the western from the eastern plain. (Cf. Routes 22, 26, 31, and 32.)

Between Karpenési and the plain (A, mile $36\frac{1}{4}$) the times are those of a traveller with pack-animals, and the distances are approximate only, reckoned at $2\frac{1}{2}$ miles to the hour. From there to Lárisa the time given is 3 miles to the hour.

A. *Via* PHOURNÁ, $83\frac{3}{4}$ miles

miles	hours	
0	0	Karpenési , alt. 3,170 ft. (see Route 44). Path leaves SE. by carriage-road to Lamía (Route 48).
$1\frac{1}{4}$	$\frac{1}{2}$	Path turns off l., going NE., then N., up the slopes of Mt. Veloúchi .
$7\frac{1}{2}$	3	Path reaches the top of the ridge, due E. of the summit of the mountain, the watershed between the Mégdova and Spercheios rivers (see Route 48). Path goes along the ridge NNE. the boundary between the provinces of Aetolia-Acarmania and Phthiotis-Phocis.
$12\frac{1}{2}$	5	Ridge divides; path goes along the l.

miles	hours	
		branch, then descends NNE. down a small valley to Phourná.
15	6	Phourná , alt. 2,850 ft., pop. 1,460, P. T. O. NNE. is Mt. Boulgára , alt. 5,445 ft.
		Branch path goes E. over a high ridge, alt. 4,360 ft., the boundary between the provinces of Aetolia-Acarmania and Tríkkala, to Ren- dína , 4 hrs., pop. 1,350, P. T. O., whence there are paths: (1) NE. and then N., past the baths of Smókovo, to Sophádes (see Route 23, miles 33–40½); and (2) SE., then S. to Varybópi on the Lamía–Karpenési road (see Route 48, mile 19½).
		Path goes WNW. through oak woods down the valley of the Phourná stream, a tributary of the Mégdova. The long range of the Ágrapha Mts. (alt. over 6,500 ft.) is seen in front, running N. and S., and separating the Mégdova and Agraphiótikos rivers (see Route 48, miles 61 and 72¼).
20	8	Kleistós , pop. 1,130. Vrácha , pop. 830, lies high up on the opposite side of the stream.
		Path turns NNW., then N., goes over a ridge, alt. 3,970 ft., then down into the valley of a stream, flowing W. into the Mégdova. Village of Spinássa , pop. 770, lies ½ hr. to the W., near the Mégdova; on the other side of the river is Karoplési , pop. 810, the centre of this sparsely inhabited district. Mt. Ítamos , alt. 4,947 ft., is to the N.
26¼	10½	Path crosses the stream, alt. 3,000 ft., and continues N., ascending the r. bank, through an oak wood. It passes close under the summit of Ítamos on the r., crossing several

miles	hours	
		streams; the mountain sides are thickly covered with oaks and fir-trees.
32½	13	Branch path goes NW. down a valley to Moúcha , 1½ hr., pop. 150, then N. up the Mégdova valley on the l. bank, crosses to the r. bank by Moúcha bridge, 2½ hrs., and goes through the upland plain of Nevrópolis , where are the headwaters of the Mégdova, and after crossing the river again joins the Arta-Kardítsa route at Mesenikólas , 5½ hrs. (see Route 51, mile 78¾).
36¼	14½	Path continues N., then bends round to the E., crossing the boundary between the provinces of Aetolia-Acarnania and Tríkkala. Kastaniá , pop. 670, just beyond the watershed, alt. 2,890 ft., between the Thessalian plain and the Mégdova basin. A branch path goes across several streams ESE. to Zoglópi , pop. 650, P. T. O.
		Path goes NE. down the valley of the Karóumbalis , then over a low ridge, and joins the valley again as it enters into the main Thessalian plain. Path becomes a cart-track.
45¼	17½	Track crosses the river by a ford.
47½	18¾	Village of Roúsou , alt. 525 ft., pop. 400.
48	19	Track becomes a road and crosses the river by a bridge.
50	29¾	Track crosses railway at the station.
50¾	30	Kardítsa , alt. 425 ft. (see Route 31, mile 62). For rest of this route see below, Route B, miles 79–112.
83¾	30½	Lárisa .
		B. <i>Via ÁGRAPHÁ</i> , 112 miles
0	0	Karpenési . From here to Kerásovo (mile 15) path follows Route 48, miles 51–66.

miles	hours	
15	6	Kerásovo. Midway between Kerásovo and the bridge of Manóles, path turns NW., and reaches Agraphiótikos river, and turns N., ascending the valley by the l. bank. Valley is extremely narrow and steep, and well wooded, and the path is difficult.
27½	11	Alt. 1,440 ft. Path crosses the Mírysi stream by a bridge, near a point where it joins the main river. The village of Mírysi, pop. 440, is near the headwaters of the stream, about 4 miles to the E. Monasteráki , pop. 480, is on the opposite bank of the Agraphiótikos. Path ascends steeply NNE. up the mountain side, and keeps high above the river owing to the narrowness of the valley. It then goes NE. up a tributary stream, but is so narrow that in parts pack-animals must go up the stony bed of the stream.
35	14	Ágrapha , alt. 2,920 ft., pop. 650, P. O.; the chief place in all this mountain district, which in Turkish times was one of the chief haunts of Greek chieftains and of brigands. It is to-day a fairly prosperous village, with well-built houses surrounded by orchards. Its trade relations are with Kardítsa. Path leaves Ágrapha W. and descends to the Agraphiótikos again, and turns N., keeping above the l. bank.
38¾	15½	Path turns NW. up a tributary stream, the Vrangianítes .
41¼	16½	Vrangianá , pop. 680. Path continues N., crossing the headwaters of the Agraphiótikos, then ascends and crosses the high ridge (summit, 3,900 ft., to the r.), which is the watershed between that river and the Smigós

miles	hours	
		(see Route 51, mile 47), and descends down the valley of the latter to Petrílou.
50	20	Petrílou (see Route 51, mile 62½).
53	21	Path joins route from Arta and follows it to Kardítsa (Route 51, miles 62½–88½).
79	31½	Kardítsa . Route A joins here. Route leaves as a road E., crossing the Karóumbalis and other streams, all flowing N. to join, ultimately, the Peneios (see Route 31, mile 61).
80½		Track to Phársala and Vólo (Route 31) branches off ESE.
81½		Koumádes to r. of road (Route 31, mile 59½).
82½		Kourtési to l. of road, pop. 510.
83		Kapoutsí to r. of road, pop. 430.
87½	34	Mataránga , pop. 1,050, just E. of a small hillock, and W. of the Pentámylos river, flowing N. (see Route 31, mile 52½).
		Branch cart-tracks : (1) N. to Palamás , 5 miles (see Route 32, under mile 18). (2) S. to Sophádes , 4 miles (see Route 31, miles 52½ and 53¼.)
90		Bridge over Pentámylos. Road goes NNE. Ermétsi , pop. 300. Road crosses Pharsalítis river, flowing N., by a bridge (see Route 22 A, mile 37, and Route 31, mile 33½).
94¼	36	Road becomes a track and crosses Tsanarlés river, flowing NW., by a bridge (see Route 22 A, mile 39, and Route 32, mile 18); Kotserí is on the r. bank. Track enters a valley, going up gently, over low and cultivated hills. Mt. Dobroutsi , alt. 2,270 ft., immediately to the N. (see Route 50, mile 114½). Mt.

miles	hours	
		Doglatzík to the S. (see Route 32, mile 10).
97 $\frac{1}{4}$	37	Missalár , pop. 380. Track continues over hills in NW. direction.
101 $\frac{1}{2}$		Track enters a valley between hills, alt. 948 ft. to l., 1,037 ft. to r. Alt. of track 440 ft. Track descends the valley.
102 $\frac{1}{2}$	38 $\frac{1}{2}$	Taousáni , alt. 348 ft., pop. 200. Branch track E. to Chatzilár , 3 miles (see Route 22 C, mile 63 $\frac{1}{2}$), and across the Athens-Lárisa railway, near the halt of Chatzilár, to Tsormakli , 5 $\frac{1}{2}$ miles (see Route 22 B, mile 57 $\frac{1}{2}$). Track continues NE. An old Turkish paved way with a narrow bridge (alt. 338 ft.) over a stream runs parallel for short distance.
104 $\frac{1}{2}$		Alt. 374 ft. Hill to l. 541 ft. high, to r. 446 ft.
107	40	Alt. 354 ft. Chatzí Chalár to l. (see Route 22 C, mile 67), Chasán Tatár to r. of road, pop. 250. Track from Phársala (Route 22 C) comes in from the S.
108		Beginning of paved road. Hill to l. 574 ft. high, to r. 528 ft.
110 $\frac{1}{2}$		Alt. 276 ft. Low hills continue to r. and l. up to this point.
112	42	Lárisa , alt. 230 ft. (see Route 22 A).

ROUTE 50

ARTA—TRÍKKALA—LÁRISSA

Via KORÁKOU BRIDGE, 132 $\frac{1}{2}$ miles(Route 17 in *Handbook of Macedonia* in reverse direction)

South of the route from Yanina to Kalabáka and Trikkala via the Zygós pass (Routes 14 and 50 in *Handbook of Macedonia*), this is the best and most frequented route between

Arta and Thessaly. It is at all times a difficult mountain path, but the alternative routes are impracticable in winter and spring, and often impassable for a loaded animal. All the larger streams are spanned by the old stone bridges characteristic of the wild Pindus region (cf. Routes 47 and 48). Very little food for man or beast can be found on the way through this sparsely inhabited country. In the war of 1897 about a battalion of Greek infantry, with some mountain guns (75 mm.), retreated from Trikkala by the Pórtēs pass as far as Knísovo (miles $66\frac{1}{4}$ and $78\frac{1}{4}$), with the intention of joining with the troops operating from Arta. This was at the beginning of May. They suffered greatly from lack of supplies. Trade between Arta and Thessaly is not large. The inhabitants are mostly Vlach shepherds who migrate every year into the plain of Thessaly about the middle of October and return to their mountain villages about the middle of May. See also introduction to Route 44.

From Trikkala to Lárisa is a good carriage-road, level nearly the whole of the way. Whether it crosses the Peneios by a bridge or carriage-ferry is doubtful (see below, at mile 120).

Times to Mouzáki (mile $83\frac{1}{4}$) are those of a traveller with pack-animals; and the distances are approximate only ($2\frac{1}{2}$ miles to the hour).

miles	hours	
0	0	Arta. Route leaves by road to Karvassará (Route 33) by N. gate and goes NE. through olive groves.
$1\frac{1}{4}$	$\frac{1}{2}$	Route proceeds by Kalarrýtes bridle-path (see <i>Handbook of Macedonia</i> , Route 24). Road to Karvassará branches off SE.
$2\frac{1}{2}$	1	Path reaches river Artinós again, where the hills come down to its bank. Path goes up the l. bank. Only in summer is the river fordable in a few places. There are only four bridges throughout its length: (1) at Arta, carrying the road to Préveza (see

miles	hours	
		Route 33) ; (2) Pláka bridge, W. of Ágnanta (see <i>Handbook of Macedonia</i> , Route 24) ; (3) by Polítsa, W. of Prámanta (ibid.) ; (4) by Kontovráchi, WNW. of Kalarrýtes and E. of Yanina (ibid., Route 51).
		Village of Péta $1\frac{1}{2}$ mile on the hills to the r., pop. 1,400 ; whence there is a track E. in about 7 hrs. to the scattered hamlets of Veletzikó , pop. 1,700, P. O.
5	2	Route leaves Kalarrýtes path and the river-valley and turns NE., over the extensive mountain system that stretches between the Artinós and the Aspropótamos : a network of hills, not very high, broken by innumerable valleys. The path is constantly descending and ascending these hills. Dense woods throughout the district (called Radovízi), and very few villages, or rather scattered hamlets ; numerous paths cross each other going from one hamlet to another, and it is easy to lose the direction.
7	$2\frac{3}{4}$	Crest of ridge, alt. 980 ft. Path goes E.
$9\frac{1}{2}$	$3\frac{3}{4}$	Livítsiko , alt. 1,650 ft., pop. 130. Path goes for a long time through the open hilly country between Mt. Tsoumérka in the N. and Mt. Gávrovo on the S., alt. 5,856 ft.
15	6	Path descends to cross stream of Skouli-karyá by an old stone bridge, alt. 720 ft., just above its confluence with the Kalentíni river.
		Branch path NNE. up an open valley to Vourgaréli , 10 miles, pop. 1,500, P. T. O.
		Path goes by a stone bridge over another tributary of the Kalentíni . Path crosses a few fields.

miles	hours	
17½	7	Áno Kalentíni.
20	8	Military station, a large stone building, alt. 1,540 ft. Path goes up valley, crossing small streams by wooden bridges.
25	10	Path goes round northern spurs of Gávrovo mountains, and through a narrow pass. Oak woods abound, with fir-trees above.
28¾	11½	Summit of pass, alt. 2,950 ft. A valley SE. to the Aspropótamos. To NE. is the Mou-siounta range, alt. about 5,000 ft., just W. of the Aspropótamos. Path goes S., descending.
30	12	Scattered village of Katavóthra , alt. 2,160 ft., pop. 400. Path turns E., descending a valley and crossing several small streams.
35	14	Melianá , alt. 1,900 ft., pop. 450. Path descends through oak woods, and then a few fields.
40	16	Greviá . Path descends.
41½	16½	Bed of Aspropótamos , about 450 yds. wide. The river is the boundary between the provinces of Arta and Trikkala. Path goes N. up r. bank of the river; valley narrows and becomes a gorge.
47	18¾	Korákou bridge over the gorge, alt. 1,440 ft.; length of roadway 181 ft.; span of arch 132 ft.; width of roadway 6 ft.; height above the river-bed 125 ft.; the parapets are fallen. Path crosses bridge, and turns N., ascending steeply.
48½	19½	Pass of Pénte Adérphia ('Five Brothers'), alt. 2,450 ft. Path descends very steeply to valley of the Smigós river, which flows from the SE. through a deep gorge to join the Aspropótamos just above Korákou bridge.

miles	hours	
49½	* 19¾	Bridge over Smigós river. Path ascends NE., then NW.
51	20¼	Liáskovo 1½ mile to NW., alt. 2,330 ft., pop. 490. East of the Aspropótamos in the province of Trikkala the villages no longer consist of scattered hamlets. Path divides, the northern branch going via Mouzáki to Trikkala, the southern up the Smigós valley to Kardítsa (see Route 51). Path goes first ESE., then NE. up the valley of the Knísovo river, a tributary of the Smigós, and above its r. bank, through oak woods. It crosses several small streams. To the E. is the Karáva range of mountains (summit 6,968 ft. high).
58¾	23½	Path crosses tributary stream, up the valley of which about 5 miles to the N. lies the village of Bokovítsa , pop. 860.
63¾	25½	Path crosses another stream by a stone bridge, alt. 2,300 ft.; up the valley 2 hrs. NW. is Glogovítsa , pop. 200. On the opposite bank Mesovouíni , pop. 220. Large plane-trees down in the valley, which soon narrows, and the path goes high up above the stream. On the l. the remains of an ancient Greek fortification, guarding the path. Valley opens again, and path crosses stream.
66¼	26½	Knísovo village, alt. 3,100–3,200 ft., pop. 300, on a terrace above the stream. Path ascends N., beyond the valley.
72½	29	Path reaches crest of the ridge, the watershed between the Ionian and Aegean seas, alt. 4,800 ft. The stream flowing E. enters the plain of Thessaly and joins the Peneios. Some snow may lie here as late as the end

miles	hours	
		of May. Path goes NE. through fir woods, then, as it descends, through oak woods; it runs down a valley.
77½	31	Village of Vatsouniá , alt. 1,440 ft., pop. 550, on l., and Sklátaina , pop. 1,070, on r. of the valley, amidst orchards.
78¼	31¼	Path descends into the open valley of the Mouzáikos river, flowing SE. through oak woods.
		A branch path goes first NW. over a ridge to the valley of the Portáikos river, then E. and ENE. down the valley (crossing the river by a bridge) through the Pórtēs ('Gates'), T. O., at the entrance to the plain of Thessaly, whence a road goes past Varybópi , pop. 1,030, to Tríkkala, about 4 hrs.
		Path follows valley of the Mouzáikos down its l. bank.
81¾	32¾	Iron bridge over the river. Without crossing, the path leaves this on r., and continues along l. bank, bending NE., through the pass of Mouzáki. (This pass and the Pórtēs (see above) form the two gates of Thessaly.) Pass widens out.
83¼	33½	Mouzáki on the edge of the Thessalian plain, alt. 590 ft., pop. 1,800, P. T. O. A very busy market due to its position at the exit of the passes from the S. and W. Large orchards and vegetable gardens surround the village. The plain is very fertile and well watered. From here to the Peneios river is a cart-track, fit for wheeled vehicles in dry weather, and a carriage-road thence across the river by a bridge to Tríkkala.

miles	hours	
		From Mouzáki a branch cart-track goes E. along the foot of the hills as follows :
		miles
		0 Mouzáki.
		2½ Mavrommáti , pop. 1,200.
		4½ Grálista to the S., pop. 990.
		5¼ Kapá , pop. 440.
		6¼ Chármaina , pop. 190. Track becomes a path and goes over a spur.
		7½ Phanári (see Route 31, mile 69), alt. 850 ft., whence the path descends to the plain again and goes along the side of the railway ESE. to Kardítsa.
		15¾ Kardítsa (see Route 31, mile 62).
		Track goes NE. at first along l. bank of Boubolína stream.
87¼	34¾	Rapsísta , pop. 540. Two miles to the E. is Lazarína , pop. 340, P. T. O., the centre of a large estate, where rice is grown. Roads thence NE. to Megála Kalývia (see Route 31, mile 75½), and SE. to Kapá (see above, under mile 83¼).
88¼	35	Polianá Mikrá , pop. 440.
89½	35½	Stephanosáious , pop. 310.
90¾	36	Track joins road from Pórtes (see above, mile 78¼) at the iron bridge over the Peneios (Salamvriá) river, alt. 367 ft. Road goes NE., through gardens and vineyards.
91½	36¼	Stone bridge over the Koumérkes stream.
93	36¾	Iron bridge over the Hágia Moné stream ; both these streams flow nearly parallel to the Peneios and soon join it.
93¾	37	Tríkkala , alt. 374 ft. (see Route 31, mile 79).
		From Tríkkala a cart-track goes NNW. to

miles	hours	
		<p>Kalabáka, 13 miles, whence goes the path to Métsovo and Yanina. From Kalabáka go the routes across the mountains to the N. into western Macedonia : (1) via Koutso-phliáni to Grevená (see <i>Handbook of Macedonia</i>, Route 14, from mile 46) ; (2) via Velemísti to Grevená (ibid., Route 58) ; (3) via Asproklesiá to Siátista (ibid., Route 59) ; (4) via Mavréli to Diskáta (ibid., Route 60). There is also a track from Tríkkala to Mavréli. The most important of these is the second, via Velemísti.</p> <p>For other passes into Macedonia see below, miles 110 and 132½.</p> <p>From Tríkkala to Lárissa there is a carriage-road ; it leaves E. from the market-place just N. of the Trikkalinós ; with the possible exception of the Peneios (see below, mile 120), all the rivers and streams are spanned by bridges. Road goes E. in a straight line through the plain. Telegraph line along the road. All the villages to N. and S. are approached by cart-tracks. Ferries over the Peneios connect the villages to the S. of the river with those to the N. (see pp. 387-8).</p>
98	38¼	Bouchoúnista , pop. 880.
100½		Kritsíni ¾ mile to l. of road, pop. 730,
		Kóurbali , 1 mile to r., pop. 400.
103		Road winds NE. and SE. round foot of rocky hills between them and the Voúla marsh. W. of the marsh, a branch track goes S., crossing the Peneios by ferry at Nomé , 3½ miles, pop. 280, thence to Velési , 4½ miles, pop. 700, and Papaprástena , 7½ miles (see Route 32, under mile 18).

miles	hours	
106½	41½	(20th km. stone from Tríkkala.) Alt. 311 ft. Hills recede again to the N. Road goes straight ENE. Bágia 1½ mile to N., pop. 400.
107½		Neochóri 3 miles to N., pop. 1,550. Rocky hill to the S. standing out from the plain, alt. 827 ft.
109½	42½	Karachóús bridge. Vostídi 3 miles to the N., alt. 361 ft., pop. 630.
110	.	Grizáno 4 miles to the N., alt. 475 ft., pop. 1,000. A path goes from Grizáno N. over a pass to Elássóna on the main road from Lárissa to Salonica, about 9¼ hours (see <i>Handbook of Macedonia</i> , Route 7).
111½		Tsióti ½ mile to N. (see Route 32, mile 29). Branch track goes S., crossing the Peneios by the Alí Efféndi bridge to Kotserí, and thence to Phársala (Route 32), or Kardítsa (Route 49 B).
114½		Road skirts base of hill just E. of Tsióti, and bends round N., then E. again. Zárkos 1 mile to N., pop. 1,350, P. O. Road and Peneios river go through narrow pass between Mt. Kokkinadáki , alt. 2,247 ft., on the N., and Mt. Dobrouítsi , alt. 2,270 ft., on the S. Road goes along the foot of hills to the N.; marshy ground between it and the river.
118½	45½	Road and river bend round to N., road keeping to foot of hills.
120	46	Alt. 272 ft. Road bends sharply to E. and crosses Peneios; whether by an iron bridge or ferry is doubtful. The old wooden bridge was destroyed by the Greeks in their retreat in the war of 1897. Construction was begun

miles	hours	
		on a new bridge after the war, but the work was for long left unfinished. The Greek Staff Map 1:75,000 (1909) marks it as a completed iron bridge. A traveller in 1910, however, says that the stone piers in the river were all that had then been built. No information whether it has been completed since; but a recent traveller who speaks of the whole road from Trikkala to Lárissa as being a carriage-road 'in excellent condition', says nothing of the necessity of crossing the Peneios by ferry. It has therefore perhaps been finished since 1910.
		Road goes along S. foot of Mt. Pátoma , alt. 1,440 ft. River flows N. between Mt. Kokkinadáki and Mt. Pátoma.
121		Koutsócheiro , pop. 150, just before 45th km. stone from Trikkala.
		Road bends ENE. and goes over low hills that extend in a SE. direction W. and S. of Lárissa.
124	47	Alt. 347 ft.
125		Road crosses stream by iron bridge, alt 305 ft. Road goes E.
126		Alt. 360 ft.
130	49	Alt. 272 ft. Peneios river approaches road again, on the N.
132½	50	Lárissa , alt. 230 ft. (61 km. from Trikkala: see Route 22).
		A road goes NNW. from Lárissa to Týrnavo , 10 miles, pop. 6,250, P. T O., and thence by the Meloúna pass to Elassóna and Salonica (see <i>Handbook of Macedonia</i> , Route 7), or a track by the easier pass of the Xeriás river to Diskáta or Elassóna (ibid., Routes 8 and 9).

ROUTE 51

ARTA—KARDÍTSA—LÁRISSA

Via KORÁKOU BRIDGE, 121½ miles

A bridle-path in every way similar to Route 50. It coincides with it as far as Korákou bridge over the Aspropótamos. After that it branches off and keeps S. of the path to Tríkkala. It is rather more difficult than the latter, and is not so much used.

miles	hours	
0	0	Arta. Route 50 is followed to mile 47.
47	18¾	Korákou bridge, alt. 1,440 ft. (see Route 50). From here the path crosses the pass of Pénte Adérphia , and the steep valley of the Smigós river, as in Route 50, but about 1½ mile SE. of Liáskovo , instead of turning ESE. and then NE. up valley of the Knísovo , it turns SE. up the valley of the Smigós above its r. bank. It soon descends to the valley of the Knísovo (see Route 50, mile 51).
51	20½	Bridge over the Knísovo . Path crosses by the bridge and continues SE. up the r. bank of the Smigós ; path then descends to the bed of the river.
55	22	One of the hamlets of the scattered village of Koumbourianá , pop. 320. Farther on is a bridge to the r. over the Smigós , over which comes an alternative route from Liáskovo by the l. bank of the river, longer, but said to be in better condition. Path continues up the r. bank, in an easterly direction. Spirélou village, pop. 100, is high up to l.; Leontítou , pop. 200, on the opposite bank. Mt. Tsournáta , alt. 7,113 ft., is seen to the S.

miles	hours	
60	24	Mezilo , pop. 120, is to the l.; Koúblesi , pop. 100, to the r., on the opposite bank, connected by a bridge.
62½	25	Branch path SE. over river by bridge to Petrilou , 2½ miles, pop. 930, where it meets path from Ágrapha (see Route 49 B, mile 50). Path goes NE., leaving the valley and ascending the southern slopes of Mt. Karáva , alt. 6,968 ft. Mt. Boutsikáki is to the SE., alt. 7,067 ft. The ridge between these two, which the path crosses, forms the watershed between the Smigós and the Sermeníko, which flows E. into the Mégdova river, near its source.
63¾	25½	Vlássi , pop. 250.
68¾	27½	Pass of Oxyá . Summit of ridge, alt. about 5,000 ft. Beech woods abound. Path descends E. down one of the sources of the Mégdova .
72½	28	Kerasiá village, pop. 500, near the headwaters both of the Mégdova and of the Mouzáikos , which flows N. and NE. by Mouzáki into Thessalian plain (see Route 50, mile 78¼), at the NW. corner of Nevrópolis , an upland plain, alt. about 3,000 ft., well cultivated, especially with maize, and with many trees. A branch path goes from here NW. and N., through Phlorési , 2 miles, pop. 500, and Zerétsi , 3 miles, pop. 520, and below Siámi , pop. 740, crossing to the l. bank of the Mouzáikos by the bridge, 5 miles, to Mouzáki , 6½ miles, and so to Tríkkala (see Route 50, from mile 81¾). To the E. of the Nevrópolis plain are hills,

miles	hours	
		only about 800 ft. above the level of the plain, but looking like mountains from the Thessalian side, where the slopes are steep, and their full height above the sea (about 3,800 ft.) is seen.
73 $\frac{3}{4}$	29 $\frac{1}{2}$	Path goes E. from Kerasiá. Stoúngo , pop. 450. Path continues E. across the plain, then ascends the hills, and meets the head of the valley, down which flows a stream which joins the Mégas NNW. of Kardítsa (see Route 31, mile 69 $\frac{1}{2}$).
78 $\frac{3}{4}$	31 $\frac{1}{2}$	Mesenikólas , pop. 1,350, P. T. O. Path descends steeply down the valley, going E.
83 $\frac{3}{4}$	33 $\frac{1}{2}$	Paliókastro , pop. 970. Path becomes a track.
86 $\frac{1}{4}$	34 $\frac{1}{2}$	Track becomes a road and goes NE.
88 $\frac{1}{2}$	35 $\frac{1}{2}$	Kardítsa , alt. 425 ft. Thence across the plain by road and track to Lárissa, following Route 49 B, miles 79–112.
121 $\frac{1}{2}$	45 $\frac{1}{2}$	Lárissa .

Note on the Bridges, Ferries, and Fords over the Peneios (Salamvriá) River between Tríkkala and the Coast

(Taken from Greek Staff Map 1 : 75,000)

Numerous tracks, which are fit for wheeled traffic in dry weather, go from villages N. of the Peneios to the south of the Thessalian plain. This list enumerates the crossings of the river. The fords would not be always passable in the winter. The river has a very gradual fall; it sometimes overflows its banks, and marshes abound. The tracks avoid such marshes as continue through the summer.

(1) Iron bridge SSW. of Tríkkala on Tríkkala–Pórtes road (see Route 50, mile 90 $\frac{3}{4}$). (2) Iron bridge S. of Tríkkala, over which goes the railway to Vólo. (3) Ferry for foot-passengers at **Hágia Kyriaké** SE. of Tríkkala. (4) Ferry for

carriages S. of **Bouchoúnista** (see Route 50, mile 98). (5) Ferry for carriages at **Glyne** SSE. of Bouchoúnista. Track N. and NE. crossing branches of the Trikkalinós by wooden bridges to **Kóurbali** (see Route 50, mile 100½), 3 miles; track S. to **Mesdáni** (see Route 32, under mile 18), 2¾ miles. (6) Ford for carriages just below No. 5. (7) Ferry for carriages at **Nomé** S. of **Voúla** marsh and NW. of village of **Velési** (see Route 50, mile 103). (8) Ferry for animals SE. of **Voúla** marsh and WNW. of **Vánari**. (9) Ferry for foot-passengers NE. of **Vánari** and SSE. of **Neochóri** (see Route 50, mile 107½). (10) Stone bridge of **Alí Efféndi** (see Route 32, mile 27½, and Route 50, mile 111½). (11) Ford for carriages S. of **Zárkos** (see Route 50, mile 114½). Track W. and S. to **Kotserí**, joining the track from Alí Efféndi bridge; track E. along the r. bank of the river, and between it and the hills. (12) Ferry and ford for carriages ESE. of **Zárkos**, where river and road are close together in the pass between Mts. Kokkinadáki and Dobroútsi (see Route 50, mile 114½). (13) Iron bridge (?) taking the Trikkala-Lárisa road (see Route 50, mile 120). (14) Ferry for carriages at **Goúnitsa** on cart-track from **Koutsócheiro** to **Týrnavo** (see Route 50, miles 121 and 132½). (15) Stone bridge at Lárisa taking the road to **Týrnavo** and **Kazaklár**. (16) Ferry for carriages E. of **Kazaklár**, near **Bákraina**, and SW. of **Makrychóri** (8 miles N. of Lárisa in direct line). Track W. to Kazaklár, and NE. to Makrychóri, 5½ miles (see Route 27 A, mile 17½). (17) Ferry for carriages at **Satómbasi** NE. of Kazaklár. Track to Kazaklár; track SE. to Bákraina (see above, No. 16). (18) Ferry for animals and a ford for foot-passengers W. of **Baxilár**, just before the river leaves the gorge of **Mousalár** (see Route 27 A, mile 13). (19) Ferry for animals S. of **Dereli**. Tracks N. to Dereli, 1¾ mile (see Route 27 A, mile 13), and S. to Makrychóri, 2 miles (see above, No. 16). (20) Iron bridge taking the railway just before the entrance to the Tempe defile. (21) Wooden bridge just below this, connecting **Ambelákia** with **Dereli** (see Route 27 A, mile 13, branch road 2). (22) Wooden bridge at exit of Tempe defile; over this bridge goes road to **Rapsáne** (see Route 27 A, mile 7½).

ROUTE 52

ATHENS—MÉGARA—CORINTH, $52\frac{1}{2}$ miles

This is the only road for motor traffic between northern Greece and the Peloponnese. It is metalled and in fair condition. As far as Eleusis it is the same as the Athens—Lamía road (Route 7). Beyond that, it and the Peloponnese railway run alongside each other and close to the coast. Apart from this there are no other means of communication between the Peloponnese and northern Greece, except by sea across the gulf of Corinth from Patras (see Route 88) to Mesolónghi (see Route 33) or Kryonéri (see Route 34, mile 6), and Naupactus (see Routes 34 and 35), or from Aígion (see Route 93) to Galaxídi or Itéa (see Routes 19 and 20).

The Isthmus of Corinth, about $10\frac{1}{2}$ miles wide at Mégara, 16 miles at its widest part by the peninsula of Perachóra, and $3\frac{3}{4}$ miles at Corinth, where it is cut by the canal, is a mountainous district, culminating in Mt. Makriplági (ancient Geraneia) W. of Mégara, whose summit is 4,495 ft. high. North of Mégara are the Patéra (Karyídi) and the Trikeri (Kérata) ranges, with summits 3,583 ft. and 4,823 ft. high, dividing the plain of Eleusis from that of Mégara. The northern and western slopes of these mountains, facing the gulf of Corinth, are precipitous, and uncultivated except for a few small valleys; and this district is very sparsely populated. Between the southern slopes and the coast-line is a stretch of level alluvial soil, much cultivated, broken only in two places on either side of Mégara where the mountain-slopes descend straight to the sea. The road and railway go along this level ground, and only in the two places mentioned are there any difficulties or steep gradients along the route. Here they have had to be cut out of the hill-sides, and at the second, the Kaké Skála (see below, mile $28\frac{1}{2}$), go almost sheer above the coast-line. The higher slopes of Mt. Makriplági are covered with pine forests. All the streams

of the district are torrents and are waterless for most of the year.

The railway and road are naturally vulnerable from the sea. But owing to the rocky character of the peninsula, and especially of its northern and western slopes, there is no alternative route fit for wheeled vehicles. Difficult mule-tracks go (1) from Vília on the Athens–Lamía road (see Route 7, mile 30½) across the Patéra Mts. to Mégara; (2) from Mégara N. of the summit of Makriplági by Perachóra and Loutráki to Corinth; and (3) from Mégara S. of Makriplági by Loutráki to Corinth.

The Corinth Canal is spanned by an iron bridge, which carries the road and railway. There are ferries at its eastern and western ends; by the latter goes the road from Loutráki to Corinth.

miles

- | | |
|-----|--|
| 0 | Athens , Dipylon Gate. Road follows Route 7 to one mile beyond Eleusis. |
| 12½ | Eleusis (Lepsína : see Route 7, mile 13½). Road proceeds W. through open country. |
| 13½ | Lamía road (Route 7) branches NW. Road goes SW. parallel with the railway and following the sea-coast. |
| 15½ | Road enters low wooded hills, covered chiefly with pines. Road crosses railway; and together they skirt the foot-hills of Trikéri (Kérata) on the r., which here approach close to the sea. |
| 16½ | Cháni . Road crosses railway and runs between it and the sea. Direction now WSW. |
| 17¼ | Road crosses railway; railway is now between the road and the sea. |
| 18 | Road crosses railway. |
| 20 | Road crosses stream and enters the fertile plain of Mégara. Many olive groves, vineyards, and corn-fields. The plain extends inland for some seven miles, and is about 8 miles wide at the coast. Direc- |

miles

tion of road is now nearly due W., leaving the coast-line.

20 $\frac{3}{4}$ Road crosses railway.

21 $\frac{1}{2}$ Road crosses railway and runs between railway and sea.

23 Branch road SE. to the coast, at the point where the ferry crosses to **Salamis** (see Route 2).

24 $\frac{1}{2}$ Road crosses railway.

26 $\frac{1}{2}$ **Mégara**, alt. 328 ft., pop. 8,000, P. T. O., gen-darmerie. The town has a good water-supply. Branch road to the Skála, 1 $\frac{1}{4}$ mile, where there are an open roadstead and a small pier.

Mule-paths from Mégara :

(1) To Vília and Thebes. Two paths go from Mégara to Vília and thence to Thebes. The first goes NE., and crosses the mountain-range by the **Kandíli** defile W. of the summit of Trikeri, and continues N. to **Koúndoura** (see Route 7, mile 23), whence to **Vília** by the Athens-Lamía road. The second goes NW. from Mégara, crosses the shoulder of Mt. Patéra W. of the summit, and goes thence NE. to join the alternative road from Vília to **Thebes** (see Route 7, mile 30 $\frac{1}{2}$).

(2) To Corinth via Megálo Dervéni. The path goes WNW. from Mégara and soon enters hilly and wooded country. It then turns SW., and keeps S. of the summit of Makriplági :

miles

0 **Mégara.**

7 Branch path WNW. to Mázi (see below).

10 Cháni of **Kandí**, now deserted. Path goes W., ascending a ravine through thick woods.

12 **Megálo Dervéni** ('Great Pass'), alt. 2,398 ft. Path crosses boundary between the provinces of Attica-Boeotia and Corinthia-

miles	miles	
		Argolis, and descends again, but still keeps high up on the mountain-slopes.
	19	Mýges Vrysi ('Flies' Spring'). Branch paths SE. to Hágioi Theódoroi on the main road (see below, mile 39).
		Path ascends again to cross a ridge, then descends to the plain of Loutráki. General direction W.
	26½	Loutráki on the W. coast of the isthmus, pop. 1,180, P. T. O. Much frequented in the season for its hot medicinal springs (containing chloride and bicarbonate salts). A branch carriage-road goes S. to join the main road at mile 48.
		Path becomes a carriage-road and goes SW. along the coast. Vineyards on the l.
	28	Road crosses Corinth Canal at its western end by ferry. The ferry has capacity for 2 pair-horse carriages with about 15 men, or about 40 men alone. On the other side is the site of the projected town Poseidonía, occupied only by houses for canal plant and personnel. The port is formed by two moles protecting the western entrance to the canal, and leaving a passage 80 yds. wide.
		Road continues WSW. and crosses the railway.
	30	Corinth.

(3) To Corinth via Perachóra :

miles	
0	Mégara. Path (2) is followed as far as mile 7.
7	Here the path via Megálo Dervéni branches off SW.
	Path goes WNW., along N. slopes of Makriplági.

miles	miles	
	11	Mázi , pop. 100, the only village in this part. Path goes W. along the slopes, which are very steep down to the coast; the path is very difficult. The hills are covered with pines. The path crosses several deep water-courses (nearly always dry), and then descends.
	20	Schoínos in a small plain extending to the coast, with some olive groves and cornfields. Path ascends steeply up a ravine, first S., then SW. Mt. Loutráki , alt. 3,468 ft., is on the l. to the S. Its slopes are very steep. Country still wooded.
	23½	Pésia , alt. 1,800 ft., pop. 390. Perachóra lies 2½ miles WNW. on the lower slopes; pop. 1,580, P. T. O. Path goes S. round the W. slopes of Mt. Loutráki, and then descends steeply.
	27¼	Loutráki . Hence path (2) is followed to Corinth.
	31	Corinth .
		Road leaves Mégara SW.
27¼		Road crosses railway.
28½		Road turns W. and runs along the coast. Western slopes of Mt. Makriplági come down steeply to the coast. Pass of Kaké Skála begins. Road follows railway, skirting coast for next 6 miles at average of 100 ft. above sea-level, carried in places on masonry embankments.
30¼		Road passes close to eastern iron railway bridge.
31		Road passes along steep cliff by cuttings and masonry embankment, parallel to railway above. At 50th kilometre stone from Athens road passes about 60 ft. directly below western iron railway bridge and is visible from seawards.

miles

- 34 Hills recede from the sea, and the road and railway proceed over a strip of level country in SW. direction, crossing several torrent-beds by bridges. Road is between the railway and the sea.
- 35½ Road crosses boundary between provinces of Attica-Boeotia and Corinthia-Argolis.
- 36½ Hills approach close to the sea, but are not steep.
- 37 Hills recede again, and road and railway go over level, cultivated country.
- 39 **Hágioi Theódoroi**, pop. 700. Branch path NW. to Mýges Vríysi and so to Loutráki (see above).
- 39¾ Road crosses by a bridge a stream, the largest of these mountain torrents.
- 40¼ **Kolatzíki** on r. of road, pop. 100. Sulphur springs of **Sousáki** 1½ mile to the N.
Road and railway bend round to the W., still close to the shore.
- 44½ Road and railway traverse narrow strip of land between sea and hills. Alt. of hills 656 ft. The slopes are wooded.
- 46½ **Kalamáki** at the E. end of the Corinth Canal, pop. 140, C. H. The port is formed by a mole, starting from the N. side of the canal and bending round SE. Kalamáki bay affords accommodation for vessels of all sizes, in from 6 to 19 fathoms, sand or mud bottom.

Branch road S., crossing the Corinth Canal by a carriage-ferry of the same capacity as the one at the western end (see above), to **Isthmia**, ¾ mile, pop. 490, P. T. O., C. H., Health Office; whence there is a road going W. over wooded hills to join the main road at mile 50½.

The canal follows almost exactly the line of the canal commenced, but never finished, by the Emperor Nero 1,850 years ago. The present canal was com-



CORINTH CANAL (SEE ROUTE 52, MILES 46 $\frac{1}{2}$ AND 49 $\frac{1}{2}$)

miles

menced in 1882 and opened in 1893. It is straight in a NW. and SE. direction, and is 6,890 yds. long, of which 590 yds. form the ports of Isthmia and Poseidonía (see above); of the remainder, 4,267 yds. are faced with masonry. Along the rest of the canal the natural slope of the banks is irregular. The greatest height of the top of the banks is 240 ft. The part of the canal that is faced with masonry has a breadth of 68 ft. 11 in. at the bottom of the sea and 80 ft. 8 in. at the water-line. The depth is 26 ft. 3 in. It is available for vessels with draught not exceeding $23\frac{1}{2}$ ft. and breadth not more than $65\frac{1}{2}$ ft. Tugs of small power are available to assist vessels passing through. There are no sidings, and vessels cannot pass one another in the canal. The canal is lighted by electric lamps at night. The power-station is on the S. side, about 400 yds. from the E. entrance. Moles protect the two entrances at Poseidonía and Isthmia. A bridge limits height of vessels' masts to less than 114 ft.

None of the foreign steamship companies navigating the Mediterranean now use the canal; it is mostly used by Greek passenger steamers. In 1913, 2,877 steamers of 1,463,896 tons and 1,192 sailing vessels of 36,095 tons passed through the canal. Suggestions have been made for making the canal available for ships of heavier tonnage, but nothing has come of these projects up to date.

Road and railway turn W., then WNW., up the northern bank of the canal. Road is between the railway and the canal.

48

Alt. about 240 ft. Branch road NNW., crossing railway, to Loutráki, $3\frac{1}{2}$ miles (see above).

49 $\frac{1}{2}$

Road and railway turn SW. and cross canal together by an iron bridge, alt. 114 ft.

miles

- 50½ Branch road E. to Isthmia, 4 miles (see above, under mile 46½).
Road turns NW.
- 51¼ Road turns WSW. Branch road from Loutráki and Poseidonía joins from NE. (see above).
- 51¾ Branch road to railway station, ¼ mile.
Road crosses railway and turns W.
- 52½ **Corinth** (Néa Kórinthos), pop. 5,340, P. T. O., seat of a bishop; head-quarters of gendarmerie. Military hospital. Barracks on a height S. of the town. A town of quite modern origin, founded after the destruction of a village on the site of Old Corinth by an earthquake in 1858. Drinking water is good and very plentiful; the supply is from wells. There is a mole about 100 yds. long, protecting the landing-place S. of it. There are two rough wooden jetties at the landing-place, from 20 to 30 ft. long, and standing 10 ft. above water.

Note on the Island of Aegina

The island lies about 6 miles S. of Salamis, and is a rough triangle in shape, with sides about seven miles long. It is largely mountainous; only towards the W. coast are there stony but cultivated plains. The hill-slopes on the north are very fertile; otherwise the island is bare and rocky, with hardly any trees on the mountains. The main range runs N. and S., culminating towards the S. point of the island in the **Óros** mountain, 1,752 ft. high, the most conspicuous height in the gulf of Corinth.

The town of **Aegina** (Aígina), pop. about 5,000, P. T. O., C.H., gendarmerie, lies to the NW. of the island. There is a broad quay facing the port, and narrow streets leading inland. Aegina was the first capital of independent Greece for a few months in 1828, when President Kapodístrias made it the seat of government, and many large buildings were erected. There are barracks in the S. part of the town.

The harbour is formed by two moles, built over ancient constructions, and enclosing an area about 300 by 200 yards in extent, with from 2 to 9 ft. of water, and open to the SW. Farther north are two small detached moles, sheltering a cove within, with from 6 to 8 ft. of water.

South of Aegina town, where the coast slopes gently to the shore, is **Marathóna** bay, which affords excellent and spacious anchorage. The remainder of the coast presents abrupt cliffs to the sea ; on the E. coast is the safe bay of **Hágia Marína**, which is, however, very little used, owing to the lack of communication with the interior.

There are no roads in the island, only a few cart-tracks on the W. coast, and bridle-paths across the mountains. There are some 3,000 inhabitants in the villages scattered throughout the island.

Coasting steamers call regularly from Piræus and Póros island (see Route 59). A conspicuous object at the NE. corner of the island is the comparatively isolated summit (alt. 574 ft.) on which are the columns of an ancient temple. From it there is a clear view across the gulf of Athens. During the tourist season steamers occasionally called at Hágia Marína bay (see above), from which there is a path to the temple, in about $\frac{1}{2}$ hour.

The islanders support themselves chiefly by the carrying trade along the adjacent coast, and by sponge-fishing. Pottery also is made ; the *kanátia* or water-jars seen so frequently in Athens and Piræus are made in Aegina. The fertile parts of the island produce chiefly vines, olives, figs, almonds, and other fruits.

West of Aegina, about 3 miles SW. of the town, is the small island of **Angístri**, the only one of the islets surrounding Aegina that is inhabited. It has three villages, and a population of about 700.

ROUTE 53

CORINTH—ARGOS

Via DERVENÁKI, 30½ miles

The plain of Corinth is separated from that of Argos by a range that connects the mountains of E. Arcadia with those of the peninsula of Argolis. The principal heights are Megálo Voúni, alt. 4,167 ft., W. of Dervenáki pass ; Phouká, alt. 2,864 ft., N. of the pass ; and Hágia Triáda, alt. 3,540 ft., and Tsernikélo, alt. 3,438 ft., E. of the pass. The northern slopes of the range fall in terraces to the very fertile plain W. of Corinth between the hills and the shore of the gulf. Three principal routes cross this range from N. to S. : this route, by which go the main road and railway from Corinth to Argos ; Route 54, which leaves the foregoing at Chiliomódi (mile 10½) and goes by a pass between Mts. Hágia Triáda and Tsernikélo ; and Route 55, which goes by Hágios Geórgios, W. of the main road. It is connected with the main road by a branch road from Hágios Geórgios to Dervenáki. Neither of these passés is lofty or presents any great difficulty ; Route 54 is the most difficult of the three.

In the War of Independence, in 1822, the Turkish army under Dramali, after marching through continental Greece and capturing Thebes, Athens, and Corinth with very little opposition, then marched S. to Argos, to join with their fleet which was to arrive at Nauplia (this town was in Turkish hands). The Greeks held the acropolis of Argos. Dramali failed to protect his line of communications, and the fleet did not arrive. Greek irregulars held the heights of Makriplági above Mégara (see Route 52), and a force under Kolokotrónes seized the three passes between Argos and Corinth. The Turks were cut off from their base and had to retreat. An advance guard managed to force their way through by Hágios Geórgios (see Route 55), and thence to the main road by the cháni of Kourtéssa (see below, (b), mile 14¾). The

main body failed to force the pass of Dervenáki, and only after heavy losses succeeded in cutting their way through to Corinth by Hagionóri (see Route 54).

The only way these passes could be avoided would be by the roundabout route to the E. over the mountains of Argolis by Lygourió and Nauplia (see Routes 57 and 58).

All the routes from southern Peloponnese to Corinth must pass through the plain of Argos, except the mule-track from Tripolitsá direct to Corinth (Route 61).

The main road is well metalled and capable of taking motor traffic. The plains of Corinth and Argos are well cultivated and have many thriving villages. The mountains are of limestone and bare of trees.

Two routes leave Corinth to Dervenáki, the main road and a track by Old Corinth and Cleonae.

(a) MAIN ROAD

miles	
0	Corinth. Road leaves the town on the S. side, crossing the railway E. of the junction of the Patras and Kalamáta lines, and proceeds S. Kalamáta line is on the r.
$\frac{1}{4}$	Barracks.
$\frac{1}{2}$	Cemetery on the r. between road and railway. Road goes through currant-fields.
$\frac{3}{4}$	Branch road S. to Hexamília , $2\frac{1}{2}$ miles, and Xylo-kériza , 3 miles (see Route 58). Road inclines SSW. and crosses railway, which makes a bend to the E.
2	Road crosses railway, which now keeps to the r.
$3\frac{1}{4}$	Hexamília railway station. Vineyards end. Branch roads : (1) ESE. to Hexamília, 2 miles. (2) NW., crossing the railway, to Old Corinth , 2 miles (see below, Route (b)).
$4\frac{1}{4}$	Alt. 330 ft. Acro-Corinth, alt. 1,887 ft., is now due W. (see Route (b)). Road now ascends the

miles

narrow ravine of the **Léfka** between Mt. **Óneia**, alt. 1,909 ft., on the l. and Mt. **Paloukoráchi** (or **Skóna**), alt. 2,313 ft., on the r., and reaches a small plateau.

6½

Neochóri.

10½

Chiliomódi, alt. 1,050 ft., pop. 600, P. O. ; in a flat basin among the hills, at the mouth of the small valley of **Klénia**. Cornfields and olive groves. Path to Argos via Hagionóri branches off S. (Route 54).

Road and railway turn W., and road crosses railway. Stony ground with low shrubs. Mt. **Hágia Triáda** (see above, introduction) is to the S.

11

Road crosses shoulder of low hills at an alt. of 1,000 ft., but with several descents and rises, for about 2½ miles, then descends into the gorge of the **Longo-pótamos**, which is dominated by Mt. **Phouká** to the NW. (see above, introduction).

15

Hágios Vasilios railway station, alt. about 580 ft.; village, pop. 720, lies 1¼ mile to S. on a slope of Mt. **Hágia Triáda**.

(b) *Via* OLD CORINTH AND CLEONAE

0

Corinth. Route leaves Corinth WSW. by the Patras road (Routes 93 and 95).

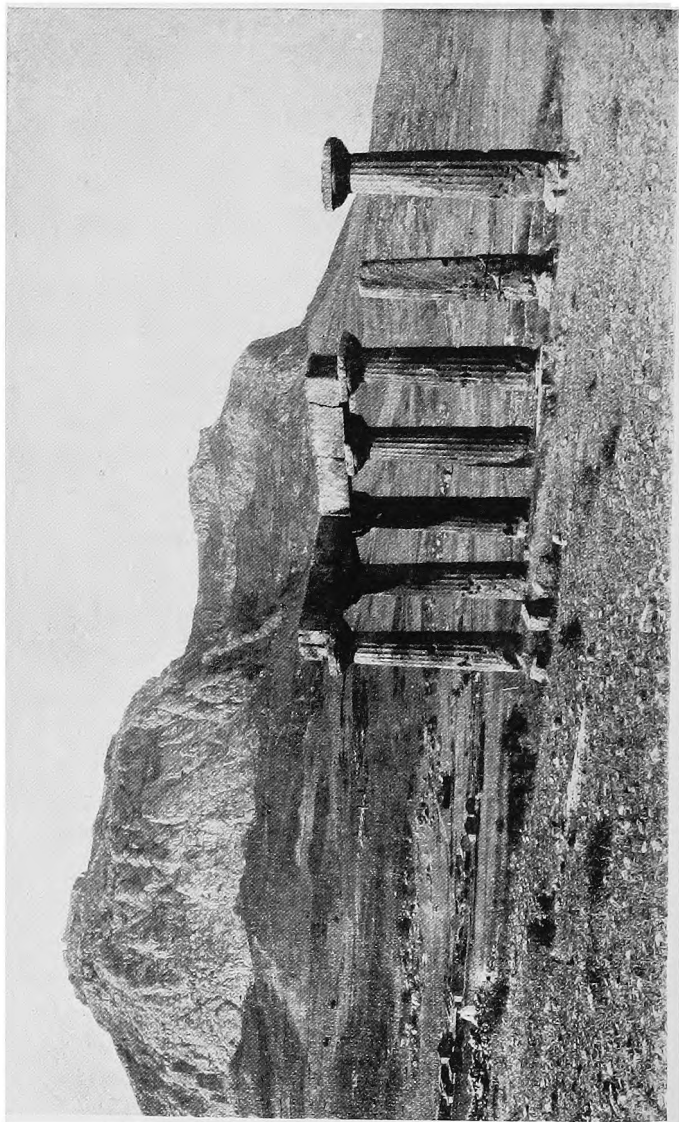
¾

Road and railway to Patras go W. along the coast.

Road turns S., crossing the railway, and then goes SW., ascending slightly. The plain is well cultivated, chiefly with currant vines.

3½

Old Corinth (Paliá Kórinthos), pop. 1,010, on the site of the ancient city of Corinth, one of the largest cities of classical Greece. Its prosperity was due to its commanding position on the Isthmus ; it was from very early times the centre of far-reaching commercial enterprises, and the great market for the produce of both the east and the west. Roads led



OLD CORINTH AND ACRO-CORINTH (SEE ROUTE 53 (6), MILE 3 $\frac{1}{2}$)

miles—

N. to the port of Lechaëum on the Corinthian gulf, and E. to Cenchreae, the port on the gulf of Aegina (see Route 58). The acropolis, Acro-Corinth, lies a little more than a mile to the S. It is a remarkable hill, 1,887 ft. high, with very steep slopes. Only on the W. side is an ascent possible. It is surmounted by a mediaeval fortress built on the ruins of the classical walls, which are visible in a few places. There is a spring about $\frac{1}{4}$ hr. from the summit; S. of this is a large cistern (16 ft. deep, 98 ft. long, and 33 ft. wide) of the Roman period.

The view from the fortress commands on the S. the valley leading up to the passes into the plain of Argos; on the E. is the mountainous peninsula of Argolis, on the W. the high summits of Zíria and Chelmós (see Routes 61 and 94); while on the N. can be seen not only the isthmus of Mégara, but the whole range of high mountains beyond, from Kíona and Parnassus on the W. (see Routes 7, 20, and 43) to Helicon, Cithaeron, and Hymettus on the E. (see Routes 3, 7, and 9).

WSW. of Acro-Corinth, and separated from it by a deep depression, is the slightly lower height of **Pénte Skoúphia** ('Five Caps'), also crowned by a fortress.

From Old Corinth the road, which soon becomes only a track, goes W. over a plateau about 480 ft. high, and then descends SW.

$7\frac{1}{4}$ The valley of the **Longopótamos**, which flows N. to the gulf; abundant water in the stream. Many currant-fields.

Track becomes a path and goes S. up the valley, the sides of which rise to a greater height. At the top is a plateau rising in terraces to the S. Mt. Phouká is visible to the r. The valley widens out to an upland basin.

miles

14 $\frac{3}{4}$

Cháni of **Kourtéssa**. The plain is undulating and fertile. Ruins of ancient Cleonae to the r., alt. 660 ft. A branch path goes WSW. from Cleonae over a pass, 1,339 ft. high, to the plain of Neméa (see below).

Path continues SSE.

16

Path joins main road near Hágios Vasílios station.

[Mileage continued from Route (a).]

Road continues W., gradually ascending to about 1,100 ft.

16 $\frac{1}{2}$

Road bends SW. and crosses railway.

17 $\frac{1}{2}$

Neméa railway station.

Branch road NNW. to the ruins of the ancient Nemea, near which is the village of **Koutsomádi** (Herákleion), 3 miles, in NE. corner of a fertile plain, marshy in parts, surrounded by barren hills worn by winter torrents; thence W. to **Hágios Geórgios** (see Route 55).

Road and railway continue W.

18 $\frac{3}{4}$

Cháni of **Dervenáki**, alt. 900 ft., with a spring shaded by fine poplars.

Road and railway turn S. and enter the narrow and rocky pass of **Dervenáki**.

Valley narrows, alt. on r. side 2,000 ft., on l. 1,650 ft.; in some places there is only a passage of about 18 ft. in breadth, but road has now been made practicable. The pass is known as **Tretó** ('perforated') from its numerous grottos. After about 3 miles the valley opens out again.

22 $\frac{1}{2}$

Road crosses railway, which now keeps to the l. This is the end of the defile, and road enters plain of Argos. The soil being mostly sand and gravel, the water percolates through. Thus, while the lower



THE ACROPOLIS OF ARGOS (SEE ROUTE 53, MILE 30½)

miles

parts are saturated with moisture, the upper slopes constituting the greater part of the plains are dry. The entrance to the plain is commanded on the E. by the two bare peaks of **Hágios Elías** and **Zará** ; the citadel of Argos is visible on the S.

24½ **Phýchtia**, alt. 370 ft., pop. 450. **Mycenae** railway station a little way to l. Branch road E. to Mycenae, 1¾ mile.

25½ Road here descends to the lowest plain-level. It goes between fields of cotton and tobacco ; rice is grown in other parts of the plain towards the sea.

26½ Road crosses railway.

27½ **Koutsopódi**, pop. 1,410, P. T. O.

28 Road and railway cross the **Panítsa** (ancient **Inachus**) river by an iron bridge. Road crosses railway.

30 Road crosses railway again, and both cross **Xeriás** river, which has a stony and generally dry channel, about 100 yards broad.

30½ **Argos**, pop. 8,830, P. T. O. ; head-quarters of gendarmerie. Large cavalry barracks. Military hospital. The centre of an agricultural district, with a large market, especially of fruit and vegetables ; cotton and spinning industries.

The Acropolis or Larissa of Argos, a hill 948 ft. high, crowned with a mediaeval fortress, lies to the W. of the town. It has been successively a stronghold of Byzantines, Franks, Venetians, Turks, and Greeks.

Though one of the smaller of the fertile plains of Greece, the plain of Argos is one of the most important owing to the richness of the soil, the density of the population, and its advantageous position on important trade-routes.

The Panítsa and the Xeriás are generally dry, but after rain they become wild torrents in very short time. The Xeriás especially often does great

miles

damage by overflowing its banks ; dikes have been built to keep it to its course. There is only one perennial stream in the plain, the Kephálári to the S., near Mýloi (see Route 60 A). The plain is one of the driest regions in Greece, and was called in ancient times 'thirsty Argos'. Often when rain falls heavily over western and central Peloponnese, it is quite dry at Argos. The inhabitants mostly get their water from wells.

The coast-land is very marshy ; but the rest of the plain is well cultivated, chiefly with corn, tobacco, fruit, and vegetables.

ROUTE 54

CORINTH—ARGOS

Via HAGIONÓRI, 28 miles

See introduction to Route 53.

miles

0 **Corinth.** Hence to Chiliomódi as by Route 53 (*a*).

10½ **Chiliomódi**, alt. 1,050 ft. Road and railway turn W.

Path proceeds S. up the valley of the **Klénia** stream.

12 **Klénia**, pop. 560. Path enters a narrow pass, and ascends.

14½ End of the pass, near the summit of the watershed between streams flowing N. to the plain of Corinth and those flowing S. to the plain of Argos ; alt. 1,650 ft. On a high rock stand a ruined castle and the small village **Hagionóri**, pop. 340.

Branch path S. over a ridge to **Límnes**, 3 miles, pop. 1,060, from which another path goes west to **Berbáti** (see below).

miles

Path turns SSW., crosses the watershed, and descends down a wide valley.

18½ **Berbáti**, alt. 900 ft., pop. 740, P. T. O. ; in a small stony plain with some fields and olive groves, surrounded by mountains.

Path continues SW. through the narrow and rocky valley of a torrent (nearly always dry) to the plain of Argos. In the plain it becomes a cart-track.

24 **Chónika**, pop. 300. Track goes across the plain SW.

Branch track ESE. to **Anyphé**, 1 mile, pop. 560, and **Mérbakas**, 2 miles, pop. 860, P. O. ; whence there is a carriage-road S. to **Nauplia**, 8 miles.

25 **Passiá** on r. of track, pop. 380.

28 **Argos**.

ROUTE 55

CORINTH—ARGOS

Via HÁGIOS GEÓRGIOS, 37½ or 39 miles

See introduction to Route 53.

miles

0 **Corinth**. Hence by Old Corinth to mile 7¼ as by Route 53 (b).

7¼ Valley of the **Longopótamos**. Branch path to **Der-venáki** branches off S.

Path continues W. along the foot-hills overlooking the plain of **Vócha**, one of the most fertile and best-populated districts in the Peloponnese (see Route 95, mile 42½). The mountains on the S., bare except for the prickly oak, descend as it were in steps towards the plain. The lowest terrace, on which the path is going, is about 500 ft. above sea-level, and is cultivated with cornfields.

miles

10 $\frac{3}{4}$

Valley of the **Neméa** (Koutsomádi) river. Path goes S. up this valley.

12 $\frac{1}{2}$

Stimánga about 3 miles to the W., pop. 520.

An alternative track goes from here SW., then S., up the parallel valley of the **Hágios Geórgios** stream, past the ruins of the ancient Phlius to Hágios Geórgios. These two deep valleys are separated by a high plateau-like ridge, about 1,800 ft. high, with two peaks, **Spíria** on the N. (just S. of Stimánga), alt. 2,644 ft., and **Hágios Elías** on the S. (NE. of Hágios Geórgios village), alt. 2,395 ft. There is abundance of water in the Hágios Geórgios river, especially since the waters of Lake Stymphalus have been taken into it (see Route 61).

20 $\frac{1}{2}$

Path continues in general S. direction up valley of the Neméa. Mt. **Phouká**, alt. 2,864 ft., on the l.

Koutsomádi (Herákleion) near the ruins of Nemea, alt. 1,200 ft., pop. 490. Branch carriage-road SE. to Neméa station, 3 miles (see Route 53, mile 17 $\frac{1}{2}$).

The plain of Neméa is very fertile, and occupied entirely by vineyards interspersed with olive-trees.

Path becomes a carriage-road and goes W. over a very low pass, alt. 1,295 ft., to another larger plain.

23

Hágios Geórgios, alt. 951 ft., pop. 2,330, P. T. O. This plain also is chiefly given up to the cultivation of the vine, and its wine has the reputation of being the best in the Peloponnese. Carriage-road ends.

From Hágios Geórgios the path goes S. up a valley with bare mountains on either side.

25 $\frac{1}{2}$

The valley divides into two branches :

(a) *Via PHÝCHTIA*

Path goes SE. up the l.-hand branch, crosses a low ridge, and descends another valley.

miles

31½ **Phýchtia.** Hence by the main road to Argos (Route 53, miles 24½–30½).

37½ **Argos.**

(b) *Via MALANDRÍNO*

Path goes SSW., then S. up the r.-hand branch, crossing a low watershed and descending the valley of a tributary of the Panítsa. **Megálo Voúni** is on the r., alt. 4,167 ft.

30 **Malandríno**, pop. 690.

32 Path joins road from Stérna to Argos (Route 60 B), and goes by it SE. down the valley of the **Panítsa**.

39 **Argos.**

ROUTE 56

NAUPLIA—ARGOS, 7 miles

Carriage-road across the fertile plain of Argos. Cornfields, tobacco-plantations, orange groves, and vineyards line the road. Fair-sized houses surrounded by walled gardens are seen on either side.

miles

0 **Nauplia** (Náfplion, Anápli), pop. 7,250, P. T. O., C. H., seat of Nomarch of Corinthia-Argolis, of Demarch, and of a bishop; head-quarters of gendarmerie. Military hospital. Consulates of Austria-Hungary, France, Italy, and Turkey. Large barracks.

Nauplia was the capital of Greece from 1828 to 1834, when Athens became the capital.

The town lies on a peninsula at the eastern side of the gulf of Nauplia near its head. The peninsula is formed by the two rocks of Its Kalé on the W., alt. 282 ft., and Palamédi on the E., alt. 705 ft. The town is to the N. of these hills, shut in between them and the sea. The suburb of Prónoia is on the E. side of the town, below Palamédi.

miles

The head of the gulf of Nauplia affords anchorage for a fleet in from 6 to 20 fathoms.

The port lies on the N. side of the town, where the shore forms a well-sheltered bight with a depth of from 13 to 23 ft. nearly up to a broad projecting quay. A mole built on the rocks off the Custom House shelters the port from the SW., and a channel dredged to about 21 ft. gives access to the embanked shore between the mole and the quay. It is intended to dredge the area off the Custom House, E. of the quay, to a depth of 19 ft.

The principal imports are grain, rice, coffee, sugar, iron manufactures, and textiles. The principal exports are tobacco, currants, honey, cheese, and sponges.

The town has a healthy situation, and has many large new buildings. Most of the streets are narrow but straight. The rock of Palamédi is crowned by a Venetian fortress, now used as a prison.

From Nauplia road runs N. gradually inclining NW., keeping railway to W. the whole way. The road passes near the hill of **Hágios Elías**.

2½ **Tiryns** railway station. Agricultural school. Remains of the prehistoric city of Tiryns on a hill to the r., 30–60 ft. above the plain.

4½ **Dalimanára**, pop. 590.

5¼ Road and railway cross **Panitsa** river.

5¾ Road and railway cross **Xeriás** river.

Both these rivers are generally dry, and make their way to the sea only when swollen by the winter rains.

6¼ Road crosses railway.

7 **Argos**.

ROUTE 57

NAUPLIA—EPÍDAVRO, 21 miles

A good metalled road, suitable for motor cars, as far as Lygourió (mile $13\frac{1}{2}$). Thence a short and easy path to the coast of the Saronic gulf at Epídavro.

miles

- 0 **Nauplia.** Road leaves the town and proceeds through the suburb of Prónoia E. by N. (the Argos road goes N. by W.), and runs along level ground skirting NE. slopes of Palamédi. The plain is very fertile, producing vines, currants, and olives in abundance.
- 2 **Ária**, pop. 450. An aqueduct hence to Nauplia. Branch road SSE. to **Tólo** and **Íria** (see Route 59).
- $3\frac{1}{4}$ **Merzés**, alt. 330 ft. Road enters hilly country, and traverses a narrow valley separating an isolated rocky mass from the mountains of Argolis; country very sparsely inhabited and rugged, but the road easy with no steep gradients.
- $4\frac{1}{2}$ Alt. 650 ft. Road goes up ravine of **Soulinári**, and then enters upon a wide plain watered by several streams.
- $13\frac{1}{2}$ **Lygourió**, alt. 1,000 ft., pop. 1,700, P. T. O.; on the hill-slopes to the l. of the road. A few fields and vineyards.

Carriage-road branches ESE. through a defile to the Hieron of Epidauros, 4 miles, whence a path goes N. to join main path 3 miles from Lygourió. Extensive remains of the ancient sanctuary have been discovered at the Hieron, and there is a large museum.

Route becomes a path, continuing E. by N. over a low ridge.

- $16\frac{1}{2}$ Path enters the head of an open valley, and joins

miles

path from the Hieron. It goes first down the r. bank of the stream, then crosses to l. bank.

20 Path crosses stream again where the valley opens upon a small plain.

21 **Paliá Epidavro**, pop. 650, coast village, with a small harbour, and some remains of the ancient town walls.

A path goes N. in 1 hr. along the sea-coast to **Néa Epidavro** (Piáda), pop. 1,100, P. T. O. ; at the head of a small fertile plain, with many cornfields

ROUTE 58

CORINTH—NAUPLIA

Via SOPHIKÓ AND LYGOURIÓ, 49½ miles

This and the following route are bridle-paths traversing the barren mountains of the peninsula of Argolis. They are of no importance for anything but local traffic. From Corinth there is a carriage-road as far as the ancient port of Cenchreae (mile 6). From Lygourió the route goes by the carriage-road to Nauplia (Route 57).

miles

0 **Corinth**. Route leaves by the road to Argos (Route 53).

$\frac{3}{4}$ Argos road branches SW.

Road goes S. through vineyards, with the railway on the r. for a short distance.

$2\frac{3}{4}$ **Hexamilia** $\frac{1}{2}$ mile to the W., pop. 600.

Branch roads :

(1) S. to **Xylokériza**, 1 mile, pop. 170, and thence NE. through vineyards to rejoin main route at mile $4\frac{1}{2}$ below.

(2) ENE. across hills to **Isthmia** (see Route 52, mile $46\frac{1}{2}$).

miles

(3) W. through **Hexamília** to **Hexamília** railway station, $2\frac{1}{2}$ miles (see Route 53, mile $3\frac{1}{4}$).

Road proceeds E., having **Mt. Óneia**, alt. 1,909 ft., on the r. It passes some ancient stone quarries.

 $4\frac{1}{2}$

Branch road rejoins main route.

6

Cenchreæ (**Kechriés**), the ancient port of Corinth on the Saronic gulf. The hills to the N. and S. are covered with pines. The head of **Kechriés** bay consists of a beach with deep water close to the shore.

Route now continues as a path S., proceeding over the small stony plain of **Galatáki**, with poor fields and olive-trees.

9

Galatáki, pop. 150.

Path continues S., following the valley of a stream. This is interrupted by a long limestone ridge running E. to W. Behind this there opens out a valley $1\frac{1}{4}$ mile broad, with olive-trees, running E. to W.

 $12\frac{1}{2}$

Ritó, a small hamlet on the slopes of the limestone mountain of **Chéli**, overgrown with pines and small bushes.

Path goes E. up a valley cut in this slope, passes over a small plateau, then S. over a low watershed up to the high valley of **Sophikó**.

 $16\frac{1}{2}$

Sophikó, alt. 1,450 ft., pop. 1,700, P. T. O.

Branch path E. and S. down a valley to the coast, and thence over a ridge to **Néa Epíдавρο**, about 12 miles (see Route 57, mile 21).

Path goes S. trending to W., ascending into high country, alt. about 2,500 ft.

22

Angelókastro, pop. 600, on a hill on which is a ruin. Between here and **Chéli** path goes over a barren limestone ridge, alt. 2,883 ft., which falls away to the S. **Mt. Trapezóna**, alt. 3,730 ft., is on

miles

the r. Path descends to the stony and barren valley of Chéli running E. to W.

28 **Chéli**, alt. 2,004 ft., pop. 970, surrounded by fig-trees and agaves on the slope of mountain to N.

Branch path goes WSW. down a valley to **Mérbakas** in the plain of Argos, $9\frac{1}{2}$ miles, thence by road W. to **Argos**, $13\frac{1}{2}$ miles, or S. to **Nauplia**, $17\frac{1}{2}$ miles (see Route 54, mile 24).

Path goes S. trending to E. ; it has to cross the last and highest of the limestone ranges, the **Hágios Elías** (ancient Arachnaeum), alt. 3,934 ft. A valley leads diagonally across a northern spur of this range and then ascends the bare, flat-topped principal chain ; the alt. of pass is 2,661 ft. between Hágios Elías to the r. and another peak, alt. 3,605 ft., to the l. Path descends through a steep side valley into the trough-shaped valley of Lygourió.

36 **Lygourió**. Hence to Nauplia as by Route 57, miles $13\frac{1}{2}$ –0.

49 $\frac{1}{2}$ **Nauplia**.

ROUTE 59

EPÍDAVRO — GALATÁ (FOR PÓROS) — KASTRÍ —
KRANÍDI—NAUPLIA, $86\frac{1}{2}$ miles

ARGOLIS COAST ROUTE

The peninsula of Argos, round which this route runs, is throughout of a mountainous and almost desert character, with the exception of a few very small areas, the climate being dry, the water-supply limited, and the surface rocky. The vegetation is more scanty than almost anywhere else in the Peloponnese. The number of inhabitants and the productivity of the land are very small. The inhabitants,

like those of the country districts of Attica and E. Boeotia, and of the islands of Hýdra and Spétsai, are of Albanian origin, and still speak the Albanian tongue among themselves. The route, except for a short length of carriage-road between Kastrí (mile 46) and Kranídi (mile 51), is a rough bridle-path, used only for local needs, connecting several coast towns with one another. There are several good harbours, but they all suffer from their distance from any fertile and well-populated districts. Only difficult paths cross the mountains of the interior.

Distances are approximate only.

miles

0

Paliá Epídavro (see Route 57, mile 21).

Path leaves Epídavro S., but soon turns SE., following the slope of the limestone range called **Óros**, which runs parallel to the sea, descending sharply on the coast side. The path rises all the time to cross the summit of the ridge at Koláki.

4

Koláki, alt. 1,460 ft., pop. 130.

Path begins to descend, then rises again towards the SE. and over a second pass, alt. 1,925 ft., into a high and cultivated valley, where a brook flowing SE. towards the Karatsá stream (see below, mile 8½) takes its rise. The path now ascends E. to a saddle.

8½

Apáno Phanári on summit of the saddle, alt. 1,725 ft., pop. 250.

A steep path here leads NE. down to the coast; no harbour. Another path leads S. up a valley to **Karatsá**, 4 miles, and thence to the Bedéni valley (see below, mile 65).

Path goes E., descending steeply.

9¼

Káto Phanári on a small terrace above the sea-coast, pop. 720, P. T. O.

Path continues SE. It proceeds through olive groves and cornfields down to the sea, then follows

miles

the coast-line between the sea and Mt. **Ortholíthi**, alt. 3,615 ft.

12½

Route has now on l. small fertile plain, with corn, vines, oranges, and lemons, which spreads at the mouth of the **Lesiá** valley to r. of route. Beyond the plain the mountains come close to the coast again, leaving only a narrow stretch of sand between them and the sea. Then a valley opens out to the r. ; and the path passes a small marsh.

16½

Valarió, pop. 130. Here route enters the fairly large plain of **Damalá**, 6¼ miles long, 1½ mile broad.

From **Valarió** a path goes NE. to **Dára**, 1½ mile, pop. 230, thence N. across a narrow isthmus, not more than 300 yards wide, to the volcanic peninsula of **Méthana**. This is about 5 miles long, and about the same across the broadest part, and is very rocky with hardly any arable soil. Mt. **Chelóna** in the centre is 2,430 ft. high. A path goes round this NNW. to **Megalochóri**, 5 miles, pop. 370 ; thence to **Kounoupítsa** on the N. coast, 11 miles, pop. 400 ; then E. and S. still along the coast to **Vromolímne** (**Méthana**), 17 miles, the port for the peninsula, pop. 400, P. T. O., C. H. Near by are sulphur springs which have enjoyed a high reputation for their medicinal qualities both in ancient and modern times. Coasting steamers call during the summer at **Vromolímne**. From here the path goes SW. and returns to the narrow isthmus and the mainland.

Path passes through the NW. and most fertile part of the plain of **Damalá**, separated from the sea by a low ridge, proceeding S. trending to E.

19½

Damalá in the neighbourhood of the ancient **Troezen**, pop. 500. It was at **Damalá** that the Greek national assembly met which elected **Kapodístrias**

miles

first President of Greece. From Damalá there is a path W. across the mountains to **Lygourió**, 24 miles (see Route 57, mile 13½).

Path proceeds due E. The plain is very fertile, and is famous for its orchards of lemon-trees, which belong to the inhabitants of Póros Island.

24½

Galatá, pop. 900.

From Galatá a ferry crosses to the island of **Póros** (see below). Between Póros and the mainland, and entirely sheltered by the island, is the bay of Póros, one of the finest ports in the Aegean for capacity, convenience, depth of water, and shelter.

Path now proceeds SE. over the ridge of the **Áderes** mountains known as Mt. **Dardzoúla**, alt. 1,968 ft. The highest peak of the Áderes range is to the W., and is 2,362 ft. high.

28

Top of the ridge, whence path descends in general direction S. to the coast, and then proceeds along the coast westwards.

Opposite is the island of **Hýdra** (see below). At first the mountains come close down to the sea, but wider spaces are reached, in which are lemon gardens.

35½

Metóchi of **Hýdra** in the midst of an olive wood.

Path traverses a wide stretch of sand with dunes and salt lagoons ; inland are olive groves.

38

Sabárizza.

41

Thermési, pop. 260.

Path goes through a fertile plain planted with olive-trees. Still going W., path reaches Kastrí.

46

Kastrí (Hermíone), pop. 2,350, P. T. O., C. H. ; a safe harbour (the bay of **Kápari**) where coasting steamers call regularly. There are iron and manganese mines in the neighbourhood.

miles

Branch paths hence :

(1) N. to Lesiá, 12 miles (see above, mile 12½).

(2) NW. to Dídymoi, 7 miles (see below, mile 60).

From Kastrí route becomes a carriage-road, and proceeds along a valley which leads by a spring (Vrýsis Pikrodáphne) to a plateau sinking gently towards the SW.

51 **Kranídi**, alt. 350 ft., pop. 6,000, P. T. O., gendarmerie ; a poor town with a population of mariners and sponge-fishers. Carriage-road ends.

A branch road goes S. to **Pórtο Chéli**, 5 miles, pop. 400, C. H., the port of Kranídi. The entrance to the port is narrow, but within it widens into a spacious basin, but the depth, except in the channel, is insufficient for large vessels. Coasting steamers call regularly. Opposite the port is the island of **Spétsai** (see below).

The path goes N., skirting the fertile little plain of Koiláda, sloping down to the coast.

54½ Village of **Koiláda**, pop. 640, C. H., on the bay of the same name, which serves as a second port for Kranídi.

The direct route by the coast from the plain of Koiláda is barred by Mt. **Avgó**, alt. 2,560 ft., which slopes very steeply down to the sea. The path in consequence goes NE. into the mountains and over various ridges and through valleys.

57 **Phoúrnos**, pop. 450. Path goes by a mountain pass and down into a wide valley, then over a bare limestone ridge and into a plain surrounded by mountains.

60 **Dídymoi**, alt. 561 ft., pop. 1,170, P. O. The plain

: : : miles

is about $1\frac{1}{4}$ mile in diameter, and is planted with vines, corn, tobacco, and olives.

From Dídymoi a branch path goes N. through a pass (alt. 1,945 ft.); between this pass and the mountains of **Ortholífthi** and **Tsougánia** lies a triangular plain in which the Bedéni river rises. The path now reaches **Chasiméto**, 9 miles, where it again enters the mountains; it then crosses the valley of **Adamí** and goes over a saddle into the valley of the Hieron to Lygourió, 16 miles (see Route 57, mile $13\frac{1}{2}$).

Path goes NW., crossing a high ridge E. of Mt. Avgó, and descends.

65 Valley of the **Bedéni**, where there are stony fields and a few mills. Path descends the valley.

70 Cháni of **Gázi**.

72 $\frac{1}{2}$ **Íria** in a small stony plain used as pasture-land, pop. 390. E. of Íria is **Vourliá** bay, which affords safe anchorage for ships.

Beyond this the path traverses another ridge running steeply down into the sea and a flat area with a lagoon separated from the sea by a chain of sand-hills, then another mountain spur.

75 $\frac{1}{2}$ Path enters plain of **Kándia**; a few cornfields.

Path now becomes a road and passes over another limestone ridge, alt. 350 ft.

80 $\frac{1}{2}$ **Chaídári**, pop. 1,100, on the western end of the deep and narrow gulf of that name; it is protected from the open sea by a ridge running WNW.

Immediately on leaving Chaídári road crosses high ridge on which lie the ruins of the ancient town of Asine, and then traverses a small but extremely fertile plain about $1\frac{1}{4}$ mile broad, which divides the Nauplia mountains from the principal Argolis range.

miles

82 Branch road S. to **Tólo**, pop. 390, P. T. O., C. H., a small port with a harbour sheltered by **Makró Nesi**, (' Long Island ').

Road goes NW. along the NE. slopes of Mt. **Tsaphéraga**, alt. 1,105 ft., which separates the plain from the sea.

82 $\frac{1}{4}$ **Tsaphéraga**, pop. 840.

84 $\frac{1}{2}$ **Ária**. Road joins the Epídavro–Nauplia road and goes WSW. by it to Nauplia (Route 57, miles 2–0).

86 $\frac{1}{2}$ **Nauplia**.

Note on the Islands of Póros, Hýdra, and Spétsai

(1) **Póros**. See above, mile 24 $\frac{1}{2}$.

The island is irregular in shape, extending about 4 $\frac{1}{2}$ miles E. and W., and has a hilly peninsula extending northwards, and another low one extending southwards, leaving only a narrow channel between it and the mainland. The island is remarkable for its granite rock. The highest point, 1,143 ft., is towards the E. end. The coast is generally irregular, with several small open bays. The whole island is well wooded, chiefly with pines, except towards the W. end.

Póros town, pop. 5,000, P. T. O., C. H., gendarmerie, is situated on the small peninsula on the S. side of the island. The houses extend along the S. and W. shores of the peninsula, and on the latter side is a small landing-pier. It is much frequented as a summer resort. There are large orange and lemon groves in the island, and those on the mainland opposite belong to the inhabitants of Póros.

From 1830 to 1877 the dockyard at Póros was the principal naval base of Greece; it no longer possesses any resources of importance, and is now used as the training establishment for lower-deck ratings of the Greek navy.

(2) **Hýdra**. See above, mile 28.

The island is 11 miles in length, with an extreme breadth of about 2 $\frac{1}{4}$ miles. It is entirely composed of bare sterile land,

waterless, and cut up by deep ravines. Mt. Eré (Albanian for 'windy') near the centre is 1,958 ft. high. The coast-line is rugged and irregular, and has deep water close to. Mólos and Mandráki are two small ports on the N. coast, which are used for laying up old vessels belonging to the inhabitants. The Health Office is at Mandráki.

Hýdra town, pop. 5,700, P. T. O., C. H., seat of a bishop, gendarmerie, is situated on the northern coast. It stands on barren rugged heights surrounding a small bay, and the houses rise one above the other in the form of an amphitheatre. The streets, with the exception of the broad quay, are narrow, crooked, steep lanes, but the smallest houses are of stone, and near the shore some large and solidly constructed houses give the place an imposing aspect.

The port is a small creek 400 yards long, with 11 fathoms of water in the middle. Steamers anchor outside. There is regular communication with Nauplia and Piraeus.

There are a few small stretches of cultivated land, which produce fruit-trees, and some fir woods; originally the island seems to have been covered with firs, for its Turkish name was Chamlidja ('Fir-tree' island). In the town there are manufactures of silk, cotton stuff, soap, and leather. But the greater part of the population of the island (which is all concentrated in the town) is engaged in commerce and navigation, and sponge-fishery. The latter has developed since the decline of sailing vessels. Formerly the Hydriotes, with the inhabitants of Spétsai and the island of Psará in the NE. Aegean (see Vol. II), were known as the boldest mariners in the Levant, and it was almost entirely due to them that the Greeks generally held the command of the sea in the War of Independence. The naval families of Miaoules and Kondouriótes both belong to Hýdra.

Of the many islets surrounding the S. and W. coasts of Hýdra, the most important is the rocky **Dokós** island, lying between Hýdra and Kastrí (see above, mile 46), and protecting the port of Hýdra on the SW. It is uninhabited except for a small convent of nuns.

(3) **Spétsai**. See above, mile 51.

This island is 4 miles in length NW. and SE. and 2 miles in breadth. A ridge runs through the island, culminating in Mt. Prophétes Elías (San Viv in Albanian) near the centre, 815 ft. high. The coast-line is irregular, and the western part is steep-to. Though rocky and generally barren, Spétsai is more fertile than Hýdra. It has pasturage for goats, and many small stretches which are carefully cultivated, the inhabitants having taken to agriculture since the decline of sailing vessels. Olives, almonds, figs, and vines are chiefly grown. The lower slopes of the hills are covered with firs and carob-trees. There is a spring in the middle of the island, which otherwise is waterless except for wells.

Spétsai town, pop. 4,370, P. T. O., C. H., gendarmerie, contains all the inhabitants of the island. It is situated at the NE. end and, like Hýdra, has one broad street facing the harbour, and the rest are narrow lanes. All the houses are of stone. The water-supply is from wells and cisterns. There is a small yard for building sailing vessels. The inhabitants are largely occupied with the sponge-fishery.

A small inlet eastward of the town affords accommodation for coasting craft. There is regular communication with Nauplia and Piræus.

SE. of Spétsai is **Rasteré** or **Spetsopóula**, an islet covered with fir-trees. About 26 miles SSE. is another islet belonging to the commune of Spétsai, **Vellopóula** or **Parapóla**, inhabited by a few shepherds and known for the excellent cheese made there. There is a lighthouse on it.

ROUTE 60

ARGOS—TRIPOLITSÁ

Three routes go from Argos to Tripolitsá in the centre of the Peloponnese. The first goes S. of the main range of mountains that forms the boundary between Argolis and Arcadia (ancient Artemisium range), over a pass between

it and Mt. Hágios Elías, the S. summit of the range. This is the route taken by the main road and the railway, except that the latter makes a wide détour S. of Mt. Hágios Elías. The other two are mountain paths that go W. from Argos up the valleys of the Xeriás and the Panítsa and across the main range by high passes.

A. MAIN ROAD, 38 miles

A metalled road, capable of taking motor traffic. It goes through the plain of Argos for 6 miles, then ascends into mountain country, finally crossing by a pass 2,471 ft. high into the upland plain of Tripolitsá. Tripolitsá is very important, being the centre of all communications in the Peloponnese. (See also Appendix.)

miles

0

Argos. Road leaves the town on the S. along the foot of the Larissa hill on the r. It shortly bears to the r., keeping the railway on its l., and crosses the southern extent of the plain of Argos.

3¼

Road crosses **Kephalári** stream, which rises from the foot of the hills to the W. It has an abundant supply of water, and turns a Government dynamite factory.

Village of **Kephalári** on the r.; railway station on the l. Saltpetre is found in this district.

The old mule-path to Achladókampo (see below, mile 22) branches off here first SSW. across the plain, then W. up a long barren valley with limestone ridges on either side. Many springs are passed. At the head of this valley it turns S., crosses a ridge, and descends to a valley which falls in an easterly direction to Kyvéri (see below, mile 7). Mt. Kteniá (see below, mile 9) is on the r. It keeps the second valley on the l. and leaves it to cross another ridge, by a spot called **Paliá Skaphidákia**, and descends rapidly to join the main road at mile 17½.

miles

Road soon crosses a torrent, and leaving the village of **Skaphidáki**, pop. 240, on the r., approaches the shores of the gulf.

4½

Road and railway cross another stream.

6

Road and railway pass through gap between coast and hills.

Mýloi, pop. 230, P. O., C. H.; situated near the sea, at the base of Mt. **Pontinós**, on the E. spur of which are the ruins of an old Frankish castle. Several springs at the foot of the hill unite to form a marshy lake (ancient Lernaean marshes). Its neighbourhood renders Mýloi rather unhealthy.

There is a small quay, with a railway siding on to it. There are several sidings at the station N. of the quay. Coasting steamers call occasionally.

An unmetalled track, passable for vehicles in dry weather, runs NE., then SE. along the shore from Mýloi to **Nauplia**, 7 miles.

Road crosses railway and runs between railway and the sea, traversing a level basin between the hills and the sea.

7

Valley on the r. opens out. Branch road S. to Kyvéri and Ástros (Route 62, miles 7–18½).

Road turns SW., inclining to W., and crosses the railway, which goes SSW., making a long détour up a valley, and does not approach the road again till Achladókampo (mile 22) is reached.

9

Alt. 330 ft. Road leaves the valley and begins to ascend the arid slopes of Mt. **Kteniá** with many zigzags.

10

Alt. 650 ft.

12

Alt. 1,000 ft.

13½

Alt. 1,300 ft. Road continues to ascend, but not so steeply.

miles

15 Alt. 1,650 ft.

17½ Cháni of **Dakouíle**. Path from Kephálári comes in from the N. (see above, mile 3¼).

Road continues W., and continues ascending for about 1 mile, then gradually descends to the head of the valley, up which the railway has come, and passes a spring. About 1¼ mile farther is a chapel of **Hágios Nikólaos**, and then several chánia. The road enters a small plain, in which olives and corn are grown.

22 **Achladókampo** above to the r., alt. about 1,470 ft., pop. 1,730, P. O.; dominated on the N. by the E. spurs of Mt. Kteniá. From here the road descends in 10 min. into the plain. It has to cross several bridges.

23½ Road comes close to railway again. Alt. 1,300 ft.

25 Railway diverges S. to go by the E. slopes of Mt. **Hágios Elías**, alt. 3,993 ft. Road bends NW. round the hills, and ascends. The summit of Kteniá is to the N., alt. 5,246 ft.

25½ Alt. 1,652 ft.

26¼ Road bends round to the S. and ascends to cross the pass of **Paliomouchli**. Summits on either side are not high.

27¼ Summit of pass, alt. 2,471 ft. A cháni. This is the boundary between the provinces of Corinthia-Argolis and Arcadia.

There is a branch path that goes NE. over a plateau to a small but fruitful plain, in which is **Louká**, 5 miles, pop. 990. The plain produces corn, maize, and hemp. From Louká the path goes over the low hills surrounding it either N. to **Tsipianá** (see below, Route C) or SW. into the plain of Tripolitsá, 11½ miles.

miles

Road descends gradually.

30 Alt. 2,300 ft. Road enters the plain of **Tripolitsá**. Height on r. about 3,300 ft.

31 Road turns due W. and runs up the valley of the **Saránda Pótamos**, which is on the l. of the road.

32 **Hagiorgítika**, pop. 650.

A branch track goes SE. down the l. bank of the **Saránda Pótamos** to **Versová**, 3 miles, pop. 1,690. Just E. of **Versová** the river disappears in a *katavóthra* at the foot of Mt. **Hágios Elías**. In winter the plain is very marshy.

Road continues W. up the valley. The railway crosses the **Saránda Pótamos** and approaches the road on the l.

33 **Stenó**, alt. 2,620 ft., pop. 890, P. O. Road and railway now proceed W. close together through a defile between the **Saránda Pótamos** and hills immediately to the N.

Branch track N. to **Neochóri**, 1 mile, pop. 700, and **Zevgolatió**, 2 miles, pop. 700.

Road now passes through plain of **Tegea**, rich in corn and vineyards (see Route 63).

35½ **Hágios Vasílios** on r. of road, pop. 510.

38 **Tripolitsá** (**Trípolis**), alt. 2,175 ft., pop. 11,800, P. T. O., seat of Nomarch of Arcadia, of Demarch, and of a bishop; head-quarters of gendarmerie. Military hospital. Tobacco factory. The centre of a large agricultural district. Steel and iron manufactures, leather goods, and carpets are amongst the products of the town.

After the complete destruction of the town in 1821 in the War of Independence, it was rebuilt in regular

miles

fashion, with fairly broad straight streets intersecting each other at right angles. In the centre is the large square, from which go the four principal streets N., S., E., and W. Most of the houses, however, are small miserable buildings. Water is brought to Tripolitsá by an aqueduct from springs near Valtétsi, to the WSW. The town is lighted by electricity.

The upland plain of Tripolitsá is divided into two halves, the southern called after the ancient city of Tegea, about 2,160 ft. above the sea, and the northern, the plain of Mantinea, about 2,050 ft. above the sea. It is very fertile, being particularly rich in fruit-trees, chiefly walnuts (typically southern fruit-trees do not grow here owing to the altitude). There is a large quantity of mulberry-trees; but, in spite of efforts made in recent years, the silk industry is not so flourishing as it once was. There are excellent vegetables, especially melons. Cultivation is chiefly concerned with corn and maize, vines, tobacco, and hemp. Maize is grown in the marshy ground, wheat and barley on the drier ground. Vines grow well, and the wine of Tripolitsá is exported to all parts of the Peloponnese. Hemp is grown for hashish, especially near Levídi (see Route 61, mile 53), but for export only, its use being unknown in the country itself. There is no outlet for the many streams that flow from the mountains except the *katavóthres*, or natural tunnels through the mountains (cf. above, mile 32, and the Kopaïs district in Boeotia, Routes 7, 10 B, and 18). In winter therefore the northern plain is inundated, and occasionally the *katavóthres* get choked up, so that throughout the summer marshes remain in many parts. The plain is bounded on E. and W. by two parallel ranges of mountains which, starting from Mts. Skípeza and Saítás near Lake Phoniá, run SSW. Both ranges have several peaks more than

miles

5,000 ft. high. Mt. Malevó, alt. 5,814 ft., is the highest of the eastern group (the Artemisium range), Mt. Ostrakína (NW. of Tripolitsá), alt. 6,066 ft., of the western group (the Maenalus range). On the S. the plain is bounded by a range of which Mt. Hágios Elías, alt. 4,757 ft., is the highest peak.

This plain is the central point of the Peloponnese, and all the valleys and natural highways from the sea inland lead to it. It has consequently always been the base and the concentration point for forces defending the peninsula, and the object of attack by invaders. Much fighting has taken place in the various passes that lead down the valleys to the sea.

B. *Via PÓRTES PASS*, 34½ miles

The Artemisium mountains that separate Argolis from the plain of Tripolitsá are generally of a uniform height and are crossed only by three high passes: the Pórtes, by which the present route goes, up the Panítsa valley; the Skáles, by which Route C goes, up the Xeriás valley; and another between the two, by which these two routes are connected (see below, mile 14).

A carriage-road goes up the valley of the Panítsa certainly as far as Stérna (see below, mile 10). From there probably it becomes a rough mule-path as far as Pikérni (see below, mile 24); thence it is an easy cart-track to the carriage-road that goes N. from Tripolitsá through the plain. This and Route C, but especially the latter, were the favourite routes of the ancients.

miles

0

Argos. Road leaves the town going over a depression between the Larissa hill on the l. and a lower hill with a chapel of Hágios Nikólaos on it on the r., and proceeds through the plain NW.

1¾

Road crosses **Xeriás** river.

miles

- 4 Road crosses **Panítsa** river and continues NW. up its l. bank. The valley soon closes in and becomes very barren and rocky. The river is generally dry.
- 7 Branch path N. to **Malandrino** and **Hágios Geórgios** (see Route 55).
Road continues up the valley, and gradually bears to the W.
- 10 **Stérna**, pop. 130. How far the carriage-road extends from here is uncertain, perhaps as far as **Káto Bélesi** (see below).
Route continues W. and then bends round to the SW., still up the principal valley.
- 14 **Káto Bélesi**, pop. 820, P. T. O. The valley here is fertile, producing olives, corn, and tobacco.

A branch path goes from here up a narrow valley S. away from the **Panítsa** to **Karyá**, 6 miles, pop. 1,030. Here the path goes W. through the treeless mountains, ascending steeply. Mt. **Xerovoúni**, alt. 4,505 ft., is to the N., Mt. **Malevó**, alt. 5,814 ft., to the S. This path reaches the head of the **Panítsa** valley, and continues W. to cross the range by a pass, alt. 3,494 ft., and then descends SW. to **Tsipianá** (see Route C, mile 17), about 11½ miles.
- 18 Path goes SW., still up the valley.
Kaparéli, pop. 230.

A branch path goes N. up a tributary valley to **Apáno Bélesi**, 3 miles, pop. 700 (where there are numerous springs that flow down the valley and work the mills of **Kaparéli**), and then along the E. slopes of the main range of mountains, which are here covered with fir-trees, to **Bougiáti**, about 8 miles, pop. 780, on the E. slopes of Mt. **Karóúmbalo**, alt. 5,935 ft. ;

miles

thence via **Skoteiné** to Lake **Stymphalus** (see Route 61, mile 33½).

Path goes W. and ascends steeply.

- 19 **Pórtēs** pass, alt. about 4,000 ft., the boundary between the provinces of Corinthia-Argolis and Arcadia. Path descends rapidly.

- 21 **Sánga**, alt. about 2,400 ft., pop. 650, on the edge of the plain of Tripolitsá.

Path goes SW. over a low ridge.

- 24 **Pikérni**, alt. about 2,650 ft., pop. 750.

Route becomes a cart-track and continues SW.

- 26 Track joins carriage-road about 1 mile N. of the ruins of Mantinea, alt. 2,067 ft., and proceeds S. by it to Tripolitsá as in Route 61, miles 61½–70.

- 34½ **Tripolitsá**.

C. *Via SKÁLES PASS*, 25½ miles

The shortest route of the three, and the one most used by the ancients. It is a bridle-path as far as Tsipianá (mile 17), thence a carriage-road.

miles

- 0 **Argos**. Route leaves the town by the road to Bélesi (Route B), but immediately turns W., and goes by the N. slopes of the Larissa hill.

- 2½ Path crosses **Xeriás** river, and goes WSW. up its l. bank. For some distance the valley presents an entirely monotonous appearance, with steep, bare sides and no cultivation. The river is generally dry.

- 8 A wide tributary valley joins from the N. There is some water in the stream, and a few fields and vineyards are seen.

Path now ascends more steeply, going W., above the r. bank of the valley, and reaches a high plateau.

- 12½ **Tourníki**, alt. 2,812 ft., pop. 330. Several springs,

miles

which water the terraces, on which some corn and vines are grown. To the N. and separated by the deep valley is Mt. Malevó (see Route B, mile 14).

Path now ascends steeply NW.

15 **Skáles** pass, alt. 3,858 ft., the boundary between the provinces of Corinthia-Argolis and Arcadia. Path descends rapidly.

17 **Tsipianá**, alt. about 2,270 ft., pop. 2,150, P. T. O. ; situated on the edge of a small plain separated by low limestone hills from the main plain of Tripolitsá. The waters of a stream flowing from the N. disappear by a *katavóthra* just E. of Tsipianá (cf. end of Route A).

From here route is a carriage-road and goes SW. through the plain.

21½ Route joins main road going N. from Tripolitsá near **Mýtika**, and proceeds by it S. to Tripolitsá (Route 61, miles 66–70).

25½ **Tripolitsá**.

ROUTE 61

CORINTH—LEVÍDI—TRIPOLITSÁ

Via LAKE STYMPHALUS, 70 miles

A bridle-path as far as Levídi (mile 53), thence a cart-track and carriage-road. It is not in much use, but is of some importance as the only route from the Isthmus to the S. and E. Peloponnese which avoids the plain of Argos.

miles

0 **Corinth**. Route proceeds by Old Corinth and Stimánga by the valley of the Hágios Geórgios river to mile 24, as by Route 55, miles 0–12½, and the alternative track from there.

24 Ruins of the ancient Phlius. **Hágios Geórgios** village (see Route 55, mile 23) lies 2 miles SE. of the ruins.

Path proceeds W. by the main branch of the river

miles

through the very fertile plain. The river takes the water of Lake Stymphalus (see below, mile 35½).

27½ **Bótsika**, pop. 300. Path proceeds up the wide valley, then turns slightly N. and goes over a ridge, and descends again. Mt. **Gavriá**, alt. 3,970 ft., is to the N.

33½ Path reaches the valley of a stream flowing SW., alt. 1,840 ft. This valley is crossed by an aqueduct carrying the water of Lake Stymphalus (see below); the path goes by the aqueduct.

Branch paths NW. up the valley to **Psári**, 2 miles, pop. 910, and SW. down the valley to **Skoteiné**, 5½ miles, pop. 780, whence there is a path S. to **Bougiáti** and **Apáno Bélesi** (see Route 60 B, mile 18). The stream flowing SW. from Psári meets another flowing E. from Skoteiné and a third flowing N. from Bougiáti; together they disappear into a *katavóthra* about 3½ miles E. of Skoteiné. The valley is planted with maize, corn, and vines.

After crossing the valley the path goes over another ridge NW. and descends to Lake Stymphalus

35½ Lake **Stymphalus** (Záraka), alt. 1,929 ft. A great part of the water of this lake is taken by tunnels beneath the two ridges above mentioned (miles 27½ and 33½), and by the aqueduct across the valley, into the **Hágios Geórgios** river; and it serves to water the currant-vineyards of the plain of Phlius and the **Vócha** district on the Corinthian gulf (see Route 95), while at the same time a large part of the lake has been reclaimed for cultivation. During the rainy season part of the water is diverted into the valley by Skoteiné.

A scheme had been prepared in 1914 to take the water of the lake to supply the wants of Athens and

miles

Piraeus. But since the outbreak of war nothing has been done.

To the N. of the lake are seen the high peaks of Mt. **Zíria**, alt. 7,789 ft. to the W., and 6,939 ft. to the E., the latter due N. of the lake. Fir forests clothe the slopes of the E. mass as far as 5,600 ft. above the sea.

The plain extends NE. as a flat valley, about $\frac{3}{4}$ mile wide. A path goes up this valley leaving **Kaliáni**, pop. 370, on the l., and **Asprókampo**, pop. 440, on the slopes to the r., and then turns N. to **Dóusia**, pop. 980, beneath the fir-clad slopes of **Zíria** (see above), about 7 miles from Stymphalus; from **Dóusia** a path goes over a plateau NW. to **Trikkala**, and another NE. through an enclosed valley to **Kleménti** (see Route 95, miles $35\frac{1}{2}$ and $42\frac{1}{2}$).

Path goes W. along the S. shore of the lake and then across the plain.

40

Láfka $1\frac{1}{2}$ mile to the W., pop. 850.

Branch track N. to **Kastaniá** $2\frac{1}{2}$ miles, pop. 620, whence there are paths E. to **Bási** on the slopes of **Zíria**, 4 miles, pop. 400, and NNW. to **Góúra** in the Lake **Phoniá** basin on a path from **Kalávryta** to **Tripolitsá** (see Route 94, mile 39).

Path turns S. and goes up a narrow valley through magnificent fir woods E. of the summit of Mt. **Skípeza**, alt. 6,332 ft.

43 $\frac{1}{2}$

Headwaters of the **Skoteiné** stream, which flows E. to the village of that name (see above, mile $33\frac{1}{2}$).

Path turns SW. and goes over the pass of **Skoteiné**, between **Skípeza** on the N. and **Karóúmbalo**, alt. 5,935 ft., on the S. Boundary between the provinces of **Corinthia-Argolis** and **Arcadia**.

miles

Path descends rapidly S.

45½ **Kandýla**, alt. about 2,500 ft., pop. 1,450, P. T. O. ; in a narrow valley that opens out into the plain of **Orchomenus**. Hemp is largely grown in the plain. Alt. of plain 2,070 ft.

50 **Kalpáki**, a small hamlet at the foot of the rock on which are the ruins of the ancient acropolis of Orchomenus, alt. 3,071 ft. To the right of the road the plain is very marshy. To the E. is the high wall of the Karoúmbalo range, ending in the S. at Mt. **Armeniá**, alt. 5,105 ft.

The eastern route from Kalávryta to Tripolitsá (Route 94; cf. above, mile 40) joins here from the N.

Path goes SSW. across the plain.

53 **Levidi**, alt. 2,772 ft., pop. 2,530, P. T. O. ; on the NE. slopes of the Maenalus range (see Route 87). The western route from Kalávryta to Tripolitsá (Route 91) joins here from the NW. The plain of Levidi or Orchomenus is separated from the plain of Mantinea (see Route 60 A, at end) by a low ridge (alt. over 3,000 ft.). One path crosses this S., and enters a narrow and fertile valley, and then turns E. into the plain at **Kápsia**, pop. 790, about 2½ miles W. of the ruins of Mantinea (see below, mile 62½).

The main route, which is now a cart-track, goes E. over the ridge.

58 **Kakóuri** at the northern end of the plain of Mantinea, pop. 1,130. The track becomes a carriage-road and proceeds S. through the plain. To the E. are the mountains that separate Arcadia from Argolis, to the W. the Maenalus range.

61½ Track from Argos via the Pórtēs pass (Route 60 B) enters from the NE.

62½ Ruins of Mantinea on a low hill to the r. The streams in this part of the plain flow from E. to W.

miles

and form a swamp at the foot of the hills on the W. of the road.

A branch path goes W. to Kápsia (see above, mile 53), and thence over the Maenalus range to **Alonístaina** (see Route 87, mile 15) and central Arcadia.

Road continues S. through the fertile but monotonous and treeless plain.

66 Branch road from Tsipianá (see Route 60 C, mile 17) comes in from the NE.

Mýtika hill on r. of the road, 1,000 ft. above the plain, crowned by the ruins of a mediaeval chapel. **Bedéni** village, pop. 380, is at the SE. foot of the hill.

67½ **Merkovoúni** on r. of road, pop. 450.

70 **Tripolitsá**.

ROUTE 62

ARGOS—ÁSTROS—SPARTA, 55 or 61 miles

This is a carriage-road as far as Kyvéri (mile 8½), and between Ástros and Hágios Ioánnes (miles 18½–26½). Between Kyvéri and Ástros the path goes along the coast and is often rocky. Beyond Hágios Ioánnes it is a bridle-path till it reaches the Sparta–Tripolitsá road (see (a), mile 45). This and the following, Route 63, are of importance only as a means of communication between the small port of Ástros and the interior of the Peloponnese. The Parnon or Malevó range of mountains is a continuation of the range that separates the plain of Tripolitsá from Argolis, and runs in a SSE. direction as far as Cape Hiéraka (see Route 65, mile 37); from there it is continued by a lower range S. to Cape Malea. The whole range effectually shuts off the Aegean coast from the fertile valley of the Eurotas, of which Sparta is the centre (see Route 68). In the N. where it is crossed by this and the

following routes the average height of the range is from 3,600 to 4,000 ft. Farther S., where Route 64 crosses it, it rises to an average of over 5,000 ft., with summits 6,355 ft. (Mt. Malevó) and 6,037 ft. (Mt. Psári). Farther S. again it declines in height. The E. slopes of the range are steep and generally come right down to the sea; so that there are hardly any harbours, but only a few small plains, on the Aegean coast, and all communication with the interior, except by the road from Monemvasía in the far south (Route 66), is very difficult.

miles

0 **Argos.** Hence past Mýloi to mile 7 route follows the Tripolitsá road (Route 60 A).

7 Tripolitsá road branches off to the SW.

A mountain path, avoiding Ástros, about 1 hr. shorter, but more fatiguing than the route here followed, turns inland along the Tripolitsá road and soon turns S. away from it. It passes near a small eminence on the r. with some ancient ruins known as Palió Kyvéri. It then ascends, parallel with the railway, the gorge of the **Kyvéri**. After 20 min. it crosses the stream, up the course of which a path leads to **Dolianá** (see Route 63, mile 18½). In ½ hr. path reaches the base of the **Zavítsa** mountains, alt. 3,199 ft. A steep and fatiguing climb of 1 hr. leads to a depression between two summits. On the r. is an ancient watch-tower about 25 ft. in diameter. The small and ancient fortress of **Tsórovo** is ½ hr. to l. of path. In 1¼ hr. after leaving the col the path reaches **Kalývia Dolianítika**, the winter village of the shepherds of Dolianá, with luxuriant olive groves. After crossing a stream the path traverses a plateau seamed with the course of numerous brooks, and passes **Loukouí** monastery among cypresses, ½ hr. Two hrs. from monastery path joins the main route near Hágios Ioánnes (see below, (a), mile 26¼).

miles

Road goes S. along the coast.

8½ **Kyvéri**, pop. 570. Road becomes a path, and crosses the boundary between the provinces of Corinthia-Argolis and Arcadia.

Farther on the Zavítsa mountains (see above) approach close to the sea, leaving only a narrow passage. They command a fine view of the opposite coast of the bay. The path is difficult, and a lonely *cháni*, about 1 hr. from Kyvéri, is the only sign of habitation. A few olive-trees are grown in the narrow valleys that come down to the shore.

16 Path reaches the plain of **Ástros**. Opposite the headland, about 400 yds. from the shore, there rises in the middle of the sea a fresh-water spring, called *Anávoló*, popularly supposed (perhaps rightly) to be the outlet of the waters that flow into the *katavóthra* at Tsipianá (see Route 60 C, mile 17).

17½ Path crosses the dry bed of a stream, the alluvial deposits of which have gradually united the former island of Ástros with the mainland. Part of the soil near the shore is still impregnated with salt; the fertile portion of the plain lies farther to the S. By turning inland, without proceeding to Ástros, immediately after entering the plain, about ½ hr. is saved. The routes unite again at Kalývia Ástrous (see below, (a), mile 20½). The plain produces olives and corn.

18½ **Ástros Parálion** 5¼ hrs. from Mýloi, pop. 400; situated partly on the coast and partly on the S. slopes of an isolated rocky hill on which is a mediaeval castle. The telegraph office, &c., is at Kalývia Ástrous (see below, (a), mile 20½). There are only a few warehouses at the port, which is a place of call for coasting steamers.

The coast all round is unhealthy, the water of the stream brackish, and the inhabitants have to depend

miles

on cisterns for drinking water. South of Ástros the mountains approach the sea again, leaving about $\frac{1}{2}$ mile of level ground. At the foot of the mountains are several brackish streams which form a small lake; between the lake and the sea is a large marsh, called **Moustós**. Farther S. are some more salt springs. Except for the marsh, the plain S. of Ástros is fertile and well cultivated with olive-trees, corn, cotton, vines, and a few currant-fields. The inhabitants, however, all live on the slopes above the plain on account of the unhealthy climate.

The route here divides: (a) a carriage-road turns inland to Hágios Ioánnes; (b) another route, a bridle-path, very difficult in parts, and going over the mountains by a very high pass, turns inland at Hágios Andréas S. of Ástros.

(a) *Via* HÁGIOS IOÁNNES

Road goes SW. across the plain.

20 $\frac{1}{2}$ **Kalývia Ástrous** (Meligítika), pop. 670, P. T. O., C. H.

Road goes up a wide valley SW. The bed is very stony and covered with bushes. It ascends gradually to a plateau, alt. 2,000–2,300 ft., and reaches on the r. some ruins known as Helleniká or Teichió (ancient Thyrea), alt. 2,090 ft. The lower slopes of the plateau are covered with olive-trees, the higher with low scrub. To the S. beyond a ravine is the monastery of **Paliopanagiá**.

Road descends to a broad and deep valley, running N.

25 $\frac{1}{2}$ **Meligóu**, alt. 2,008 ft., pop. 440. Road goes SW. over a saddle into a very deep valley, which descends SE. to Plátanos, and then E. to Hágios Andréas (see (b), below).

miles

26½

Hágios Ioánnes, alt. 2,200 ft., pop. 720, P. O., pleasantly situated among gardens and orchards.

S. of Hágios Ioánnes is a high isolated hill (connected by a saddle with Mt. Malevó), alt. about 5,900 ft., covered with fir-trees; on it are the ruins of a mediaeval castle known as Kástro tes Oriás.

Path from the Loukoú monastery (see above, mile 7) joins here. Path to Kastri and Tripolitsá branches off W. (Route 63).

Road becomes a mountain path, and goes up over a high plateau, well cultivated, called **Xerókampo**; then over a ridge, alt. 2,904 ft., and westwards down into the valley of the **Hágios Pétros** stream. On the l. slope of the valley is a monastery, **Panagiá Malevouí**. A tributary valley goes up S. towards the highest peak of the Parnon range, Mt. Malevó, alt. 6,355 ft. The slopes are covered with forests. The mountain consists of blue-grey marble.

Path crosses a ridge and descends.

33

Hágios Pétros 2½ hrs. from Hágios Ioánnes, alt. 2,910 ft., pop. 2,600, P. T. O. Most of the inhabitants are engaged in charcoal-burning.

* Branch path N. to **Kastri**, 2 miles (see Route 63, mile 14). Another path goes W. to **Voúrvoura** 4 miles, pop. 700, P. T. O.

Path turns SW. and ascends. In ½ hr. after leaving Hágios Pétros it reaches crest of a ridge, where a spring rises, alt. about 3,700 ft., the watershed between streams flowing N. and the Eurotas basin, and the boundary between the provinces of Arcadia and Laconia. Path descends steeply.

37

Aráchova 1½ hr. from Hágios Pétros, alt. 2,871 ft., pop. 1,480, P. T. O.

miles

Branch carriage-road NW. to join Sparta-Tripolitsá road (see Route 68, mile 50½). Track from Monemvasía (Route 67) joins from the SE.

Path descends the course of the **Kelephína** river, which flows both summer and winter, and is often dangerously flooded (see below, (b), miles 40–45). Its course is so irregular that the route crosses from bank to bank 50 or 60 times.

45 Cháni of **Krevatás** (deserted), alt. about 1,900 ft. (3½ hrs. from Aráchova).

Path joins the main road from Sparta to Tripolitsá (Route 68). Alternative route (b) from Ástros joins from the E.

47½ Road goes SSW., ascending, away from the valley. Chánia of **Vourliá**, alt. 2,005 ft. One mile to the W. is the village of Vourliá (see Route 68, mile 36). Close on the l. is a height, alt. 2,726 ft.

Road descends again.

49½ **Voutiánoi**, alt. 1,683 ft. (see Route 68, mile 34).

50½ **Theológos**. View hence over the plain of Sparta.

Road descends SSE. the fertile slopes of hills, covered with cornfields, fig and mulberry-trees, and reaches the **Kelephína** river again. It crosses the river and descends by the r. bank WSW.

52½ Road leaves the **Kelephína** valley and crosses the low hills on the l. bank of the **Eurotas**, direction SSW.

53½ Road reaches the **Eurotas** and crosses it by an iron bridge. Then it turns S. and SW. to Sparta.

55 **Sparta**, alt. 735 ft. See Route 68, miles 28½ to 38½.

(b) *Via HÁGIOS ANDRÉAS*

A difficult path that goes over the main ridge of the Parnon mountains.

18½ **Ástros**. Path goes S. along the coast, leaving

miles

Kalývia Ástrous on the r. It crosses the plain by the marsh, and keeping S. leaves the shore.

23½ **Hágios Andréas**, pop. 480, P. O., C. H. Branch path S. to **Leonídi** (see Route 64).

Path turns SW. going up the valley of the **Plátanos** river (see above, (a), mile 25½). The valley is stony, and grows only olive-trees.

Path goes up S. slopes and leaves main valley, which turns NW. to **Plátanos** village, pop. 430 (see (a), mile 25½). Path climbs a high ridge, and finally descends some thousand feet to the **Prastós** valley.

31 The **Prastós** valley, alt. 1,327 ft. Branch path SE. to the village of **Prastós**, 2 miles, pop. 650.

Path, which goes over slippery boulders and is very difficult, ascends to cross a ridge, and then goes down very steeply to a wild gorge.

33 **Kastanítsa**, alt. 2,818 ft., pop. 570; very picturesquely situated on the slopes of Mt. Malevó. The stream runs between high mountain walls in an inaccessible gorge. The r.-hand valley wall consists of marble, and there is a fine cliff overhanging the stream; on this rock stand an old tower and a church surrounded by fortifications, which have withstood many Turkish attacks. On the saddle which unites the cliff with the mountains behind are crowded all the houses of the village. The inhabitants of this isolated district, the **Tsákones**, a tall and sturdy race, have kept a dialect of their own, which has been thought by some scholars to contain the elements of the Dorian dialect of ancient Greek, once spoken in the Peloponnese.

The village possesses practically no arable land. Its resources consist of the chestnut woods (*kastaniés*, whence the name of the village), the herbs on the mountain-slopes which serve for medicinal purposes and for dyeing, and some cattle-rearing. The

miles

inhabitants are therefore driven to other parts of the Peloponnese to earn a living; their speciality is lime-kilns, as that of Hágios Pétros is charcoal-burning, and many of them have made a respectable fortune by this.

The path goes WSW. through chestnut forests and begins to ascend over the main Parnon range, at first up gentle slopes, then more steeply up a deep and narrow gorge. A magnificent forest of firs and pines clads both slopes.

37 Summit of the ridge, alt. 4,990 ft. Boundary between the provinces of Arcadia and Laconia. Path skirts the rounded S. end of Mt. Malevó, and then the head of the Hágios Pétros valley (see (a), mile 26½), and then goes steeply down the W. slopes of the mountains. Extensive pine forests. It crosses a valley and then a ridge, and reaches Vamvakoú.

40 **Vamvakoú**, pop. 1,100, P. O.; above the path on a rocky hill. The plain surrounding it is small, but fertile, alt. 2,658 ft. Headwaters of the **Kelephína** stream (see Route 68, mile 31). Track from Monemvasía to Tripolitsá crosses here (see Route 67, mile 66).

The path goes down the valley, which soon narrows to a gorge, and then opens out again; it passes some ancient marble quarries. About ¾ hr. from the quarries it turns up a side valley.

45 **Vrésthena**, pop. 1,100, P. T. O. Path joins the main valley again, which widens out, and goes through gently rounded hills. It is, however, filled with stones brought down by the river. In the rainy season the Kelephína becomes a devastating torrent, and does great damage. It is called Phónissa ('Murderess') by the inhabitants. The valley narrows again, and then turns SSW.

51 Cháni of **Krevatás**, whence to Sparta as in (a), miles 45-55.

61 **Sparta.**

ROUTE 63

ÁSTROS—TRIPOLITSÁ, 30 miles

To Hágios Ioánnes (mile 8) by the carriage-road of Route 62 (a). Thence it is a bridle-path, crossing the northern spurs of the Parnon range by a pass only a little distance from that followed by Route 62 (a). It passes several large villages, but the country is mountainous till the plain of Tripolitsá is reached.

miles

0 **Ástros Parálion.** Hence to mile 8 as in Route 62 (a), miles $18\frac{1}{2}$ – $26\frac{1}{2}$.

8 **Hágios Ioánnes.** Path to Hágios Pétros branches off WSW.

Path goes W. over a ridge, alt. about 2,700 ft., and then descends to the valley of the **Hágios Pétros** stream (see Route 62 (a), mile $26\frac{1}{2}$), and up the W. bank to Kastri.

14 **Kastri** (Hágios Nikólaos), alt. about 2,600 ft., pop. 1,810, P. T. O.

Path continues ascending W. across the main range. Alt. of ridge about 3,850 ft. It then descends and turns N., still keeping high up on the W. slopes of Parnon, then down to a valley.

$18\frac{1}{2}$ **Dolianá**, alt. 3,120 ft., pop. 1,650, P. O. Except for the orchards surrounding the village the country is very barren. The mountains around are of marble, and several quarries were worked by the ancients. The inhabitants spend their winter in the **Kalývia Dolianítika** down in the valley towards Ástros (see Route 62, mile 7), where they possess extensive properties. The village was the scene of much fighting during the War of Independence for the capture of the passes to Tripolitsá.

miles

N. of Dolianá is a hill sometimes called **Mármaro Vounó** ('Marble Hill'), alt. 4,331 ft.; S. of this is a narrow valley, up which a path leads over a pass, alt. 3,885 ft., to **Vérvaina**, a shepherds' village, alt. 3,671 ft., pop. 1,500; and thence down to the valley of the **Saránda Pótamos** (see below, and Route 60 A, mile 31) and the main Sparta-Tripolitsá road (Route 68).

From Dolianá the path goes N. down the valley of a tributary to the **Saránda Pótamos**, and when it reaches the plain becomes a track, and strikes NW. across it.

23½ **Rízes**, pop. 1,020. Track crosses the river and goes WNW.

24¼ **Magoúla**, pop. 380.

25½ **Achoúria**, pop. 950, P. O.

From here a carriage-road goes direct NW. across the fertile plain.

26 Ruins of Tegea, alt. 2,198 ft. One half-mile to the S. is **Piali**, pop. 680, P. T. O.

30 **Tripolitsá**, alt. 2,175 ft.

ROUTE 64

LEONÍDI—SPARTA

Two difficult bridle-paths cross the higher parts of the Parnon range from the unimportant port of Leonídi to the Eurotas valley. For latter see Route 68. (See also Appendix.)

A. *Via* **HÁGIOS VASÍLIOS**, 30½ miles

miles

0 **Leonídi**, pop. 3,050, P. T. O., C. H., gendarmerie; situated about 2 miles from the shore in a small allu-

miles

vial plain. Coasting steamers call at the port (sometimes called Pláka) ; no harbour.

The town lies at the place where a torrent, almost always dry, emerges from between dark perpendicular rocks, at the foot of the northern mountain wall. The small plain produces chiefly olives. The climate is considered healthy despite the enclosed situation. The town suffers from lack of water and depends on cisterns. Its commercial importance is small, owing to the lack of a good harbour and to the barren and difficult nature of the country inland ; and the arable land is very limited in extent. Nevertheless the town has a prosperous appearance, and has many large houses. This is due to the enterprise of the inhabitants, who go out as traders, especially to Constantinople, and return with their gains to their barren native land.

There is a difficult path along the coast-hills from **Ástros** (see Routes 62 and 63) to Leonídi. After passing Hágios Andréas in the plain of Ástros, it leaves the path to Sparta (Route 62 (b)) and goes S. up a side valley to **Korakovoúni**, pop. 580, situated on a terrace near a spring. Continuing S. it ascends to a barren and monotonous plateau, entirely lacking in water. There are a few valleys in which some soil has collected, and in these are a few stony cornfields ; otherwise nothing but bare rock is to be seen. The only village is **Tyrós**, pop. 670, about 7 miles N. of Leonídi. During the Frankish domination in the Peloponnese there was the seat of a bishopric in a small plain on these hills, and there are still the remains of a ruined fortress. Now all is barren and uninhabited. From the plain the plateau falls away in two distinct terraces, but is still at the height of 2,000 ft. above the sea, when the traveller suddenly

miles

finds himself above a perpendicular cliff, as straight as though cut with a knife, and looks down upon the little coast-plain in which is Leonídi.

The valley of the torrent is impassable. The path to Sparta therefore climbs up the slopes N. of it to the limestone plateau, alt. 2,100 ft., in NW. direction. It still ascends till it reaches a point where the plateau is intersected by an extremely deep cañon, formed by erosion, which runs SE. to the Leonídi gorge. The vegetation consists entirely of prickly oak. The path makes a wide *détour* to avoid this valley. A good view is here obtained of the whole barren plateau rising in several terraces towards the SW. and intersected by tortuous and deep gorges. The background is formed by the uniform ridge of Mt. Parnon. The path continues W., down a valley and up its W. side.

- 10 **Hágios Vasilios**, pop. 860. On the opposite or southern side of the Leonídi gorge and up a side valley is **Palióchóri**, pop. 1,030.

Path continues ascending, past a few fir-trees.

- 12 **Platanáki**, pop. 240. From here rises the rounded mass of Parnon in a single, unbroken, but not steep ascent. Path goes up it SW.

- 15½ Summit of the ridge, alt. 4,646 ft. ; boundary between the provinces of Arcadia and Laconia. It is a flat plateau, about $\frac{1}{2}$ hour's walk across. Mt. **Psári**, alt. 6,037 ft., is to the S., but there are no outstanding peaks. All the slopes as well as the ridge are covered with dense fir forests. Path descends through these forests W., then reaches a valley and goes down in SW. direction and leaves the forest. The valley opens out, and the sides are covered with prickly oak.

- 20 **Agriani**, alt. 3,022 ft., pop. 650. On the rocks near are signs of an ancient road. Path here crosses the



VALLEY OF THE EUROTAS BELOW SPARTA
(SEE ROUTE 67, UNDER MILE 43½, AND ROUTE 64A, MILE 24)

miles

track from Monemvasía to Tripolitsá (see Route 67, mile 56½).

Path descends, still SW., to a terrace, and soon the whole valley of the **Eurotas** and the fine steep slopes of **Tajgetus** on the W. come into view. Below the terrace is a semicircular valley, well watered and covered with cornfields and olive groves.

24 **Chrýsapha** in the valley, alt. 1,913 ft., pop. 620.

Path descends W. to a level plateau, alt. 1,300–1,600 ft., which stretches to the Eurotas valley, intersected by many deep valleys. There are a few cornfields in the valleys, but on the plateau only bushes and scrub grow. At the W. end the plateau descends in steep cliffs over 300 ft. high to the river-valley; their reddish colour, probably due to the presence of iron in the rock, is a striking feature in the landscape as seen from Sparta.

29 **Aphesouí**, alt. about 650 ft., pop. 360. Path goes W.

29½ Route joins Sparta–Tripolitsá road at the bridge over the Eurotas, alt. 623 ft. Hence over the bridge by the road to Sparta.

30½ **Sparta**, alt. 735 ft.

B. *Via Kosmás*, 30½ miles

A similar bridle-path, crossing the Parnon range S. of Mt. Psári (see above, mile 15½).

miles

0 **Leonídi**. Path climbs up to the plateau S. of the gorge, and goes in a SW. direction. This plateau is of the same barren and rugged nature as that on the N.; for a long time the path proceeds without passing any signs of habitation. It descends to a deep gorge and then climbs the opposite side to Pegádi.

7 **Pegádi**, pop. 310. Path goes W. over another plateau, alt. about 2,400 ft., and across the head of a

miles

valley, then descends NW. to the Leonídi gorge, and ascends to a ridge, on the top of which lies Kosmás.

10½ **Kosmás**, alt. 3,560 ft., pop. 2,360, P. T. O. The small plain produces some corn, vines, olives, and chestnuts. Most of the inhabitants spend their winter either at Vrontamá near Geráki in the Eurotas valley (see Route 67, mile 43½), or at Pouléthra, a small village on the Aegean coast about 4 miles S. of Leonídi (pop. 400, P. O., C. H.).

Path descends SW. to another valley running NNW. to the Leonídi gorge, and then begins the ascent of the main Parnon range, through fir woods.

12½ Summit of the ridge, alt. 4,416 ft. Watershed between the Aegean and the Eurotas basin, and boundary between the provinces of Arcadia and Laconia.

Path descends W. by N. down through the woods, skirting the head of a valley. The western slopes of Mt. Psári to the N. of the path are very steep.

17 **Zaraphóna**, alt. 2,434 ft., pop. 610 ; in the valley of a stream flowing S. to the Eurotas. Track from Monemvasía to Tripolitsá crosses here (see Route 67, mile 51½, and cf. above, Route A, mile 20).

Path ascends W. to cross a flat ridge, alt. 2,799 ft., with several depressions in which the vine is cultivated, and descends to Pérpeni.

21½ **Pérpeni**, pop. 270. Hence NW. down a shallow valley.

24 **Chrýsapha**, alt. 1,913 ft. From here to Sparta as by Route A.

30½ **Sparta**.

ROUTE 65

LEONÍDI—KYPARÍSSI—HIÉRAKA—MONEMVASÍA,
48 miles

The coast between Leonídi and Monemvasía is abrupt, and the country inland mountainous and inhospitable; there are only two inlets in the coast that can be called ports, Kyparíssi and Hiéraka, and communication from them into the interior hardly exists. Between Leonídi and Kyparíssi is a small bay called Phokianó, but no path leads inland; and the coast between the two ports is everywhere else so steep that the path has to make a wide détour inland, and over high country between the main Parnon range on the W. and Mt. Madará on the E. between the path and the sea.

Through the whole distance the country is wild and rugged and very sparsely inhabited, and the path is one of the most difficult and least used in Greece.

miles

- | | |
|----|--|
| 0 | Leonídi. Path climbs the plateau S. of the town and continues S. |
| 3½ | Tsitéla , pop. 400. Path continues S. over barren country, alt. 2,000–2,300 ft. For a long time no signs of human habitation are seen. |
| 10 | Pelotá (about 5 hrs. from Leonídi), alt. 2,172 ft., pop. 430, P. O.; in a small stony plain where the bare limestone rock is covered with a little earth. Path continues S. To the E. is a ridge about 3,000 ft. high, sloping steeply down to the coast. Farther S. this ridge rises in Mt. Madará to 4,150 ft. and 4,252 ft., and is well wooded. Path goes W. of it, crossing the boundary between the provinces of Arcadia and Laconia, and suddenly comes upon a very deeply cut valley, which runs NW., making its way through the Parnon range, and then SW. to the Eurotas. On the other side of the valley is Kremasté . |

miles

16

Kremasté, alt. 2,651 ft., pop. 700. This village was a place of refuge for the inhabitants of the Eurotas valley in the War of Independence after Ibrahim had subdued the Peloponnese. Several springs take their rise near the village.

To reach the coast the path goes E. up the valley, which is nearly always dry, but contains a little corn-land. The surrounding heights are covered with fir-trees.

19½

Summit of the ridge, alt. 3,550 ft. Of the two peaks of Mt. Madará the lower is to the N., and the higher to the S., of the ridge (see above, mile 10). Path continues W. and reaches another valley, which soon becomes a steep and narrow ravine. The path goes at a dizzy height along the mountain wall, and is very rocky. The descent is extremely tiring. At the bottom the path reaches a small coast plain, very similar to that of Leonídi, in which lies Kyparíssi.

22½

Kyparíssi, pop. 870, P. O., C. H. Well hidden by the mountains, the small bay runs inland forming an excellent harbour (not, however, mentioned in *The Mediterranean Pilot*); behind lies the tiny plain, covered with olive and carob-trees and cornfields. It is surrounded on three sides by mountain walls 2,600 ft. high. There is another small stony plain to the N. separated from Kyparíssi by a ridge of rock. The chief product of Kyparíssi is carob-fruit, which is exported, chiefly to Russia. There is steamship communication with Nauplia.

Path goes S. over a ridge and past a spring, and then along the foot of the cliffs, about 2,600 ft. high; they become lower farther S., to about 2,000 ft. The bare rock is from 650 to 950 ft. high, and below a steep incline runs down to the shore, on which olives, carobs, and corn are grown. Half-way up the cliff are another spring and a mill. The coast-line is broken

miles

by small bays, with a narrow stretch of sand in each.

The path crosses a ravine and climbs steeply to a plateau on which is Chárax.

25½

Chárax, alt. 1,995 ft., pop. 660.

The character of the country changes somewhat, though it remains wild and barren. Instead of a series of plateaus there are ranges of hills, with one or two small enclosed valleys where streams flow into *katavóthres*. A little corn is grown in the valleys; on the hills only bushes and scrub.

Path goes S. through a gorge to a valley, alt. 1,404 ft., then over a ridge to another valley. To the W. is **Gáidaro Vounó**, alt. about 3,000 ft. It ascends a valley SE., then crosses a ridge to another valley descending E. to the coast, in which is Rechéa.

32

Rechéa, alt. about 1,500 ft., pop. 1,110. Cornfields surround the village. Path continues SE. through a depression till it comes to a valley descending SE. to the bay of Hiéraka. To the W. is Mt. **Kolakerá**, alt. 3,678 ft.

37

Hiéraka village, alt. 420 ft., pop. 670; near the site of the ancient Zarax. It is about 1 mile up the valley from the head of the bay. The bay is a long inlet into the coast-line, only 600 yards wide at the entrance, and narrowing to 200 yards before it turns NW. for ¼ mile. Towards the head the water has a depth of from 2 to 7 fathoms, with mud bottom, and the anchorage is fit for small craft only. Except at the head of the bay the coast on both sides is steep-to. At the head is a large lagoon, with a staked fishery. Above and below the village corn, olives, and carobs are grown. The mountains are bare. There is a brackish spring near the shore.

Path ascends again from the valley of Hiéraka going S., and crosses several limestone ridges, which descend

miles

towards the sea and end in bold capes. They are the last spurs of the Parnon range. Between them lie small valleys, with a little shallow soil, bearing corn. Path reaches the N. shore of the bay of Monemvasía, by a shepherd's hut, and turns W. along the shore. On the opposite side of the bay rises the rocky island on which is Monemvasía.

- 44 Port **Palió** near the ruins of the ancient port of Epidaurus Limera, now called Paliá Monemvasía. There is anchorage for small vessels in 4 fathoms, sheltered from all northerly and westerly winds.

Path joins the road from Monemvasía to Sparta (Route 66) and goes S. by the coast, crossing two torrents, where the mountains for a short distance recede from the shore.

- 47½ Road turns E. and crosses an old stone causeway 536 ft. long, with a bridge (reconstructed in iron) of 14 arches, over the shallow arm of the sea that divides the island from the mainland, and ascends to

- 48 **Monemvasia** (*Μόνη Ἐμβασίς*, 'Only Entrance'), pop. 520, P. T. O., C. H. Anchorage (not safe in all winds) N. of the bridge. Regular communication with Nauplia and Piraeus.

The island rock on which Monemvasía is situated, alt. about 1,000 ft., looks like a fragment broken off from the mountains; it falls steeply to the sea on all sides. The town and fortress were of great importance in the Middle Ages, and had a large trade, especially in malmsey wine, which takes its name from the island. On the top of the rock is the old citadel, covered with ruins of mediaeval churches and houses. To the least steep face of the rock, the southern, clings the modern town, surrounded by massive walls that lead up to the citadel. Old churches, high gateways, and vaulted passages testify to the ancient greatness of the town.

miles

The trade has now disappeared. There is no fertile land belonging to the town, and the springs are all of brackish undrinkable water, so that the inhabitants have to rely on rain-water collected in cisterns.

ROUTE 66

MONEMVASÍA—SPARTA

Via LEVÉTSOVA, 55 miles

A cart-road as far as mile $14\frac{1}{2}$, thence a carriage-road, joining the road from Gýtheion to Sparta (Route 68) at mile $38\frac{1}{4}$. Two-wheeled carts (*soústēs*) go from Moláoi (see mile $14\frac{1}{2}$) to Monemvasía in connexion with the steamers.

The road goes first over the hilly country NW. of Monemvasía, then across the head of the very fertile valley of Moláoi, then across low hills to the fertile district of Hélos at the mouth of the Eurotas, and from there through the country known as Bardounochória to the main road. For this road and the Eurotas valley see Route 68.

miles

- | | |
|----------------|--|
| 0 | Monemvasía (see Route 65, mile 48). Hence along the coast northwards by that route to Port Palió. |
| 4 | Port Palió . Here the road turns inland going NW. up a torrent-bed. |
| $7\frac{1}{2}$ | Angelóna on r. of road, alt. about 550 ft., pop. 500. Road descends gradually. |
| $9\frac{1}{2}$ | Sykéa , alt. 518 ft., pop. 1,330 ; situated at the edge of the hill country, and overlooking the plain of Moláoi (ancient Leuce), which is 272 ft. above sea-level. The plain is about 7 miles from N. to S., and 5 miles from E. to W. It is surrounded by hills on all sides ; but there is a small gorge at the SW. extremity which takes the waters of a stream to the sea. -NE. are the last spurs of the Parion range (see |

miles

Route 65, mile 37). Opposite, on the W. side of the plain, is an isolated mountain, **Koúrkoula**, alt. 3,000 ft. The plain is well cultivated, but most of the villages are on the surrounding heights, as the plain itself is unhealthy.

Road proceeds NW. across northern part of the plain.

- 12 **Katavóthra** $1\frac{1}{2}$ mile to the N., at the foot of the hills, pop. 770. Near it is a *katavóthra* that takes the waters of a stream.

- 14 $\frac{1}{2}$ Branch road SW. to **Moláoi**, $1\frac{1}{2}$ mile, alt. 699 ft., pop. 1,640, P. T. O., gendarmerie; **Pákia**, $2\frac{1}{2}$ miles, pop. 840; thence over a limestone ridge, alt. 1,000 ft., to **Eliás** on the coast, 6 miles, pop. 300, C. H., the port of Moláoi and a place of rising importance. Coasting steamers call weekly from Piræus. The anchorage is exposed and the depths somewhat irregular. In 1902 it was contemplated to improve the anchorage for coasting steamers by building a breakwater.

- 16 Road again begins to ascend, rounding N. slopes of Mt. Koúrkoula.

- 20 Branch track NW. to **Geráki**, and thence to Sparta or Tripolitsá (see Route 67).

Road proceeds in a more westerly direction.

- 21 **Apediá**, alt. about 900 ft., pop. 620; situated in an enclosed fertile plain, the waters of which disappear into a *katavóthra*.

- 23 Road goes W. and then WSW., descending to the plain of **Hélos** ('Marsh-land'). This plain extends down to the sea-coast, on either side of the **Mariórevma**, a stream flowing from the S. spurs of Mt. Parnon, and of the **Eurotas** (Íri) river. The plain is about 8 miles wide at the coast. Along the sea is a sandy beach, behind that a chain of low dunes, and behind this again marshes covered with reeds. The very fertile plain of Hélos begins behind this marshy

miles

zone. A low ridge runs N. and S., about $1\frac{1}{2}$ mile distant from the hill on the E. edge of the plain, and divides it into two. The small eastern plain, in which was the ancient city of Helos (from which were named the Helots of ancient Sparta), is covered with cornfields, interspersed with olives and oak-trees. W. of the ridge is the larger plain, which is one great cornfield, except for the marshes that border the Mariórevma and the Eurotas.

The road runs through the northern part of the plain, between the cornfields. To the N. is a level plateau, alt. about 480 ft., intersected by the valley of the Mariórevma.

26 Road crosses the Mariórevma. About $\frac{3}{4}$ mile to the S. lies **Vlachióte**, pop. 530.

26 $\frac{3}{4}$ **Tsási**, pop. 340. About $1\frac{1}{4}$ mile to the N. is **Mourtiá** on the edge of the plateau, pop. 510.

28 $\frac{1}{2}$ Road crosses the Eurotas, here a very broad river, and navigable for flat-bottomed boats, about 3 miles from its mouth.

To the N. is the narrow gorge by which the river makes its way through the limestone plateaus. To the S. is the plain covered with cornfields, vineyards, and mulberry-trees.

29 **Skála**, pop. 780, P. T. O. Branch track SW. across the marshes to **Trínesa** on the coast, 5 miles, whence there is a road to **Gýtheion**, $10\frac{1}{2}$ miles (see below, mile 35 $\frac{1}{2}$).

Road proceeds W. through marshy country with hills on the r., at the foot of which many springs rise and form the **Vasilopótamo** (a name also given to the Eurotas in its lowest reaches).

32 **Stephaniá** on l. of road, pop. 490. Road turns NE. and climbs into the hilly but rather featureless country which is the S. part of the district known as **Bardounochória**. In the N. this country bounds the

miles

plain of Sparta on the S. Road passes the ancient porphyry quarries of Croceae.

35½ Branch track S. down the valley of a stream, above its l. bank, reaching the shore of the gulf, 6½ miles, and joining the coast road from Gýtheion to Trínese (see above, mile 29).

36¼ **Alaibey**, pop. 150.

37 **Levétsova**, alt. 1,007 ft., pop. 1,800, P. T. O. At this point road bifurcates: (1) cart-track running NW., 5 miles, to join the Gýtheion-Sparta road (see Route 68, mile 17½); (2) carriage-road W. to the

38¼ Gýtheion-Sparta road, which is followed to Sparta (Route 68, miles 11¾–28½).

55 **Sparta.**

ROUTE 67

NEÁPOLIS—MONEMVASÍA—TRIPOLITSÁ

Via GERÁKI, 93 miles

Marked as a cart-track on the maps. No information about its present condition. Between Monemvasía and Apediá (miles 13–33) it is the same as the foregoing route. From Aráchova (mile 70½) a carriage-road goes to join the Sparta-Tripolitsá road (Route 68).

The track goes over low limestone ridges to Monemvasía, and after Apediá its general direction is NNW. over the barren plateau country E. of the Eurotas valley. It passes several cultivated plains in which are villages, but the greater part of the country is infertile and bare of trees except for thick shrubs which grow on the plateaus, where sheep and goats find pasture. East of the track is the long range of Mt. Parnon, while across the Eurotas valley to the W. is the high and steep Taÿgetus.

From Geráki (mile 43½) there is an important branch path to Sparta.

miles

0

Neápolis, pop. 1,650, P. T. O., C. H. ; situated on the E. side of the bay of **Vátika** (ancient Boeaticus). It is the chief place in the district (known as Vátika) that occupies the extreme southern part of the peninsula of Malea ; it was founded only some 60 years ago. The chief occupation of the inhabitants is seafaring.

The harbour is well sheltered except from southerly winds ; and in the winter many vessels collect here when weather-bound and unable to round Cape Malea. It is protected on the W. by **Elaphóneso** island, once connected with the mainland, and now separated from it by a strip of water about $\frac{1}{2}$ mile wide and only 13 ft. deep. The solitary peak of the island is 906 ft. high ; N. of it is a terrace on which are some cornfields, and N. of this again is a sandy plain, in which lies the village of Elaphóneso on the coast, pop. 250. The sand is gradually being blown farther inland by north winds, and destroying the pasturage. Everywhere else the island is barren and uninhabited. Much pure salt is collected on the coasts of the island and of the mainland opposite.

SE. of Neápolis, as far as Cape Malea, the country is mountainous (rising to 2,339 ft. above the sea) and bare of trees except for a few small but fertile valleys, in each of which a village is situated, and vegetables (especially onions) and fruit are grown. There are several small bays on the E. coast, but no large harbour corresponding to Vátika bay.

An alternative track goes NW. along the coast across the barren plain of Vátika to **Hágios Geórgios**, 4 miles, then along the coast-hills, which are still barren, to **Elíka** in a small valley, 11 miles, pop. 580, and **Daimoniá**, 14 miles, pop. 680, P. O. ; from here the path goes either N. over limestone hills to

miles

the fertile valley of **Veliés**, 20 miles, pop. 500, and joins the main track at **Sykéa** (see Route 66, mile $9\frac{1}{2}$) ; or NW. over a ridge to the plain of **Moláoi**, and N. across the plain to the village of that name (see Route 66, mile $14\frac{1}{2}$).

Track goes NNE. from Neápolis into the hills, crossing several deep valleys, where the soil is good and watered by wells. To the l. is the plain of Vátika, the soil of which is very dry and barren ; here and there is a stray cornfield or a few olive-trees, otherwise nothing grows but low bushes

 $1\frac{1}{2}$

Pharakló above the track on the r., pop. 380.

 $2\frac{1}{2}$

Misochóri, pop. 280. Track goes NNW. over a ridge, alt. 1,100 ft., forming the backbone of the peninsula, and then continues for some distance along the hills that slope down to the Aegean coast. The hills form a plateau, which farther on is intersected by small dry torrent-beds ; at the mouth of each is an alluvial plain, watered by wells, and entirely planted with onions, which are grown for export. The path descends to a plateau, alt. 100 ft., partly sown with corn, partly like all these hills growing low bushes only, and then to plain on the coast by **Monemvasía**.

13

Monemvasía. From here to mile 33 route follows the cart-road to Sparta (Route 66, miles 0 to 20).

33

Apediá 1 mile to W. Road to Sparta branches off WNW.

Track goes NW., leaving **Apediá** on the l. E. of the plain of **Apediá**, and separated from it by a low ridge, is another similar plain, stonier and less fertile, but also growing wheat and a little tobacco, and watered by several springs. At its E. edge is the village of **Niáta** about 3 miles from **Apediá**, alt. 771 ft., pop. 1,200, P. O.

Track continues NNW.

miles

36½

Gouvais to the r. of the track, pop. 240 ; situated on the edge of a barren plateau extending W. to the **Mariórevma** ravine (see Route 66, mile 23). There is a small plain, with vineyards and cornfields.

Track goes over more barren hills, crosses the **Mariórevma** valley, and reaches **Alepochoóri**.

39½

Alepochoóri in a small plain, pop. 250. Thence NW. over a saddle to another plain. On a peak to the r. are the ruins of a large village and a mediaeval fortress, probably the remains of **Geráki**, which was an important place in the Middle Ages.

43½

Geráki, alt. 1,211 ft., pop. 1,490, P. T. O. ; situated on the slopes of hill to the N. of the plain, which is well cultivated. NE. is the high wall of the Parnon mountains.

About 3½ miles WSW. of **Geráki** is **Vrontamá**, pop. 780, on a plateau above the bed of the Eurotas. Many of the inhabitants of **Kosmás** (see Route 64 B, mile 10½) spend the winter at **Vrontamá**.

Branch path to Sparta :

miles

0

Geráki. From **Geráki** path goes WNW. across a plateau of conglomerate, in which the streams have cut only shallow valleys. The vegetation consists only of scrub, with a few scattered olive-trees. Away to the W. is the high and steep **Taÿgetus** range. Marks of an ancient road are still visible.

5

Zouúpaina up a small valley to the r., pop. 600. The path continues over the hills, which are here covered with heather (commoner in **Laconia** than anywhere else in Greece). The W. spurs of **Parnon** approach the path on the r.

9

Gortsá, alt. 1,102 ft., pop. 1,230, P. T. O.

miles	miles	
	11½	Kephalá , pop. 340. Path turns SW., descending rapidly.
	14	Skouúra , pop. 920, P. T. O.; in the valley of the Eurotas . The bed of the river is here 200–300 yds. wide, and overgrown with oleander bushes. On the l. bank of the river corn and olive-trees aré grown, and currant-fields are found near Skouúra. Path goes NW. up the l. bank along a ledge in the cliffs, which fall steeply to the river (see Route 64 A, mile 24).
	19	Path crosses the Eurotas by a ford about 1 mile S. of the bridge (see Route 68, mile 30); thence W. by road to Sparta.
	20	Sparta .

Track continues NNW. from Geráki, and ascends the W. spurs of Mt. Parnon. The high summits of the main range continue on the E.

51½ **Zaraphóna**, alt. 2,434 ft., in a cultivated valley (see Route 64 B, mile 17). Track continues NW., ascending. To the r. is Mt. **Psári**, alt. 6,037 ft., with extensive fir woods on its slopes.

56½ **Agrianí**, alt. 3,022 ft., in another fertile valley (see Route 64 A, mile 20). Track goes N. by E. over a limestone ridge, with fir woods on the l., then descends to a very small cultivated valley.

60 **Tsíntsina** in the valley, alt. about 2,600 ft., pop. 400.

Track proceeds N by W., ascending to a height of 3,200 ft. The mountains on the r. are covered with fir forests, interspersed farther N. with pine woods. Track descends again near the head of the **Kelephína** valley (see Route 68, mile 31), forming a small plain, alt. 2,658 ft.

66 **Vamvakouí** on a hill in the plain (see Route 62 (b),

miles	
	mile 40). Track goes NW. over a bare ridge to the larger plain of Aráchova.
70½	Aráchova , alt. 2,871 ft. (see Route 62 (a), mile 37). From here a carriage-road goes WNW. over a southern shoulder of Mt. Tsóka , which lies to the r. and is 4,026 ft. high.
77	Cháni of Bakóuros , where route joins the Sparta-Tripolitsá road, and crosses the boundary between the provinces of Laconia and Arcadia. Hence by the road to Tripolitsá as in Route 68, miles 50½–66½.
93	Tripolitsá .

Note on the Island of Kýthera

Kýthera or **Cerigo** (Tserígo) island, formerly one of the Ionian Islands, but now part of the province of Argolis, lies about 4½ miles S. of Elaphóneso (see above, mile 0); it is an irregular oval in shape and has an area of about 100 sq. miles. It is mountainous, arid, and of volcanic formation; the highest peak, Hágia Moné, is 1,668 ft. above sea-level. There are several caves, noted for their porphyry. The coasts are high, scarped, with small off-lying islets here and there, surrounded by deep water; the W. and SW. sides are irregular, with precipitous cliffs. But between the mountain-ranges are numerous small valleys and upland plains, well cultivated and presenting a very different appearance from the barren coasts as seen from the sea. Most of the inhabitants are engaged in agriculture; among the chief products are grapes, wine, oil, melons, figs, oranges, hemp, cotton, and honey, all of which are exported. Cereals are grown for home consumption; great numbers of hares, rabbits, and turtle-doves are caught, and in the autumn quantities of quails and other birds. The fisheries are productive and form a large item in the commerce of the island. Sheep and goats find pasture on the mountains. Some of the inhabitants are also engaged in seafaring, and many migrate in search of employment to Piræus, Smyrna, and Alexandria.

The climate is temperate and healthy, but the island is liable to violent whirlwinds, which often cause considerable destruction to trees and vineyards. The total population is 13,100.

There are landing-places at **Hágia Pelagiá** on the NE. coast, at the bay of **Hágios Nikólaos** towards the SE., and at **Port Kapsali** at the S. end, the chief port of the island. There is regular steamship service to **Hágia Pelagiá** and **Kapsali**.

Kýthera town (also called **Chóra**), pop. 1,500, P. T. O., C.H., gendarmerie, the chief place in the island, lies on a hill at the head of **Kapsali** bay. There is an old Venetian fortress above the town, which has one wide street and several crooked lanes. The roads in the island (built during the British occupation) are good. The principal road runs through the island from S. to N., starting at **Kýthera**, as follows :

miles

0

Kýthera.

5½

Branch road NNE. to **Mitáta**, 1½ mile, pop. 570, with a good spring, and then E. to **Hágios Nikólaos** bay (P. T. O., C. H.).

9

Branch road E. to **Kastrisiánika**, 1 mile, pop. 400.

12

Triphylliánika, pop. 120. **Mylopótamo** ¾ mile to the W., pop. 870, P. T. O.

13

Pótamo, pop. (with surrounding hamlets) 1,650, P. T. O. ; it is the chief place in the N. part of the island. Track hence E. to **Hágia Pelagiá** on the coast, P. T. O., C. H., and NW. to **Karavás**, pop. 730, P. T. O., a village situated among orchards and plane-trees, famous for the large orange-trees grown there, and for its iron-water springs.

Seventeen miles SE. of **Kýthera** is **Antikýthera** or **Cerigotto** (called **Lioús** by the inhabitants of **Kýthera**, a corruption of its ancient name of **Aegilia**), a narrow rocky island, 5½ miles long, NNW. and SSE., and nearly 2 miles wide in the middle. The island is rocky, and rises to a height of 1,230 ft. ; it has

a sterile aspect, but the inner valleys are cultivated. The coast is iron-bound, with steep, inaccessible cliffs, and no sand is to be seen. The only port is **Pótamo** $1\frac{1}{4}$ mile SE. of Cape Kephale, the N. extremity of the island. The village of Pótamo is at the SW. part of the port, and has a population of 780.

ROUTE 68

GÝTHEION (MARATHONÉSI)—SPARTA—TRIPOLITSÁ,
66½ miles

A carriage-road, metalled all the way. There is a regular service of diligences between Gýtheion and Sparta, and of motor-omnibuses between Sparta and Tripolitsá, connecting with the train services at the latter town.

The road goes at first over the hilly country known as Bardounochória, in parts well cultivated, in others growing only heather and scrub. To the W. is the district of the Maina (see p. 103). Then it descends to the extremely fertile plain of Sparta, with the Eurotas to the r. of the road. To the W. is the high and steep Taygetus range (now called Pentedáktylos), rising at Mt. Hágios Elías to 7,904 ft., covered with pines and firs. To the E. is the Parnon range, with fir forests on its slopes. Beyond Sparta the road leaves the valley of the Eurotas and climbs to the barren western spurs of Parnon, ascending to 3,000 ft. at the Kleisoura pass. From here it descends to the plain of Tripolitsá. Between the Laconian gulf and the interior of the Peloponnese this is the only carriage-road. No road joins it either from the Aegean coast on the E., over Parnon (except the cart-road from Monemvasía, Route 66), or from Messenia on the W., over Taygetus; only difficult mule-tracks cross these mountains.

The mule-track from Sparta to Megalópolis (Route 69) continues up the valley of the Eurotas above Sparta. The Eurotas (Íri) itself does not present any considerable natural obstacle to traffic; except after heavy rain and in spring

during the melting of the snows, it is everywhere fordable on foot except near its mouth. In the plain of Sparta its bed is very broad and stony.

miles

0

Gýtheion (Marathonési), pop. 5,430, P. T. O., C H., seat of a bishop; head-quarters of gendarmerie. The chief and almost the only port of Laconia. It is a busy, crowded, and dirty modern town at the foot of a bold promontory, on which is a ruined castle. The climate is hot and unhealthy, and mosquitoes abound. A mole connects the mainland with the little island of Marathonési, on which are a chapel, a lighthouse, and several other buildings; the mole and island protect the port on the S. Small coasting vessels unload alongside the mole forming the inner harbour, but large vessels anchor off the northern end of the mole-head in 15 fathoms. There is regular steamship communication with Patras and Piræus. The imports total in value about £50,000 per annum; and the chief exports are currants, figs, valonia, and wine.

Water is brought by aqueduct from the village of Pasavá (see Route 70, mile 3), where also is the electric power-station for the lighting of the town.

Road crosses W. and runs up r. bank of a stream. On the N. are gentle hills covered with olive-trees. Road soon enters hilly country, covered with corn-fields (alt. about 350 ft.). Here and there a few olive-trees and valonia oaks.

3

Road bends N., and descends slightly to the upper valley of the river **Bardoúnia**, flowing S. to the Laconian gulf. The valley, lying to the W. and S. of the road, is extremely fertile, giving two crops a year, first wheat, then maize; some cotton is also grown. To the SW. are higher hills covered with oaks.

4½

Road crosses one of the branches of the Bardoúnia and ascends up its r. bank. It soon reaches the

miles

district of **Bardounochória**, a hilly country, in parts barren of everything but scrub, in parts covered with cornfields and olive groves. In the villages are found the tower-like houses characteristic of the Maina.

7 Alt. about 650 ft.

8 Alt. about 1,000 ft. To the E. is the somewhat barren country between Levétsova and Stephaniá (see Route 66, miles 32–7). To the W. is a well-watered hilly country, with numerous springs; the slopes of Taÿgetus are covered with firs. On the lower hills olive-trees, chestnuts, mulberries, and cornfields are seen. The watercourses are full of tall plane-trees and oleanders. In this district is the mediaeval fortress of Bardoúnia and several villages, of which **Hágios Nikólaos**, alt. 1,217 ft., pop. 550, P.T.O., **Kastánia** on the slopes of Taÿgetus, alt. 2,369 ft., pop. 400, and **Petrína**, pop. 310, P. T. O., are the chief. Among the products of the district are silk and honey.

10 Alt. about 1,300 ft.

Road goes for $\frac{1}{2}$ mile across level country and then descends steeply and with many curves to the fertile valley of the **Skoteinó Langádi** ('Dark Gorge').

11 Road crosses a branch of the Langádi.

11 $\frac{3}{4}$ Road crosses another branch of the Langádi. Branch road E. to **Levétsova**, $1\frac{1}{4}$ mile, and hence to **Monemvasía** (see Route 66, mile 37).

Road ascends NNW. for a short distance up the l. bank of the stream, and then bends to the N. The valley is well cultivated.

12 $\frac{1}{2}$ Cháni of **Tárapsa**, alt. 892 ft. Village of that name, pop. 370, lies $1\frac{1}{2}$ mile to W. of road, high up on a barren plateau. For path from Tárapsa to Goránoi see below, under mile 18 $\frac{1}{2}$.

Road rises to about 1,000 ft. above the sea. Corn fields alternate with uncultivated spaces, growing only bushes and asphodel.

miles

15 Road descends and crosses a branch of **Rasína** river, one of the principal tributaries of the Eurotas on its r. bank.

Daphní, pop. 900, lies 2 miles E. of the road.

17½ Branch track SE. to Levétsova (see Route 66, mile 37).

18½ Road crosses the Rasína river, where it is spanned by the broken arches of an old bridge.

The country W. of the road consists of rounded hills well watered and fertile. From Tárapsa (see above, mile 12½) a path goes NW. to **Goránoi**, pop. 900, P. T. O.; the village is surrounded by every kind of fruit-tree, walnut, cherry, pear, mulberry, fig, and olive. Silk-growing constitutes an important industry in these valleys. S. of Goránoi lies **Árna** in a similar valley, pop. 780. To the N. is **Xerókampo**, pop. 1,500, P. T. O., at the mouth of the wide valley of the Rasína, which here enters the plain. Xerókampo is about 2½ miles W. of the high road. From Goránoi or Xerókampo a path goes W. up the valley of the Rasína, up the slopes of Taygetus, and crosses by a pass, alt. 4,977 ft., immediately S. of **Hágios Elías**, alt. 7,904 ft., the highest peak of Taygetus, and then descends to **Kardamýle** (see Route 75, mile 16¼). The slopes of Taygetus are covered with oaks to a height of 3,000 ft., and above that with firs and pines. 1½ mile NW. of Xerókampo on the hills is **Paliochóri**, pop. 870, whence a path descends N. to the plain again at **Anógia**, pop. 730, and goes across it to join the main road near Sklavochóri (see below, mile 24½).

Road now goes over several low ridges, intersected by streams.

22 Road crosses **Anógia** stream. The village (see

miles

above) is about $1\frac{3}{4}$ mile to the l. The road is now in the very fertile plain which slopes quite gradually down from the foot-hills of Taÿgetus towards the Eurotas, but is separated from the river by a broad flat ridge, about as high as the centre part of the plain. The ridge slopes steeply down to the Eurotas, and is intersected by several small valleys. At the foot of the mountains, where many springs rise, the plain is covered thickly with orchards, below these corn and maize are found, with only a few fruit-trees interspersed. The ridge by the river bears cornfields, but no trees.

Road goes over several streams.

24 **Machmoútbey** on the r., pop. 230.

24 $\frac{1}{2}$ **Sklavochóri**, pop. 330.

26 $\frac{1}{2}$ Road crosses a low cultivated ridge, about 65 ft. above the plain and running diagonally across it, and descends to the plain of Sparta itself. Orchards along the river bank to the r., and at the foot of Taÿgetus; in between are corn and maize-fields with a few olive and mulberry-trees between.

28 $\frac{1}{2}$ **Sparta**, alt. 735 ft., pop. (with the villages immediately around) 6,800, P. T. O., seat of Nomarch of Laconia, of Demarch, and of a bishop; head-quarters of gendarmerie. It is situated about 1 mile W. of the Eurotas, on a low hill. Alt. of the river 623 ft. N. of the town is the gently rising hill on which was the acropolis of the ancient town, alt. 804 ft.

The town is entirely modern, and has been laid out with broad, straight streets crossing each other at right angles. The houses, however, are poor and small. The cathedral is built on a slight eminence in the W. part of the town. There are silk-spinning establishments and a tobacco factory.

Sparta has the finest situation of any town in Greece. It lies in the middle of the plain, which is

miles

equalled only by that of Messenia for the luxuriance of its vegetation ; while on the W. rises the majestic range of Taÿgetus more than 7,000 ft. above the plain, and sloping steeply right down to the plain-level. On the slopes at almost regular intervals dark, narrow gorges open out, filled with wild torrents in winter, but quite dry in summer. During the dry season no water flows down from the mountains, but at their foot numerous springs that flow all the year round (probably receiving the waters of the mountain by underground passages) flow eastward to the Eurotas, and serve to irrigate the fields and orchards. The most important of these are the springs of Trýpi and Mistrá (see Route 74, miles 18 and 20½). About $\frac{3}{4}$ mile N. of Sparta the plain is bounded by low cultivated hills, through which the Eurotas comes (see Route 69). Sparta is surrounded by luxuriant groves of oranges, figs, mulberries, olives, and other fruit-trees. Beneath the trees corn and fruit and vegetables are grown, especially melons and pumpkins of excellent quality and enormous size. One result, however, of the abundance of water and the large plantations of trees is the spread of malaria, which is very common in the plain in summer. It is uncomfortably hot in summer, as the sea-breezes are kept out by the hills of Bardounochória, while the cold winds that blow down from Taÿgetus or Parnon cause many sudden changes of temperature.

The Eurotas at Sparta, with a bed from 200 to 300 yds. wide, flows in several streams, and the sand-banks between them are covered with oleanders. In the height of the summer the river is not more than a foot deep. It floods in winter and is then often unfordable.

A branch road goes SSW. from Sparta to **Hágios**

miles

Ioánnes, $2\frac{1}{4}$ miles, alt. 663 ft., pop. 1,090. From there a steep zigzag path ascends the slopes of Taÿgetus to a terrace, alt. about 2,300 ft., planted with corn, chestnuts, and olives. At the farther end, where the mountain again rises steeply upwards, is **Anavryté**, $5\frac{1}{2}$ miles, alt. 2,553 ft., pop. 1,530, P. T. O.; it is a prosperous village, many of whose inhabitants migrate elsewhere to earn their living as leather-workers. The slopes of Taÿgetus are covered with fir forests to a height of 6,200 ft. The path continues along the slopes SE., then descends through fir-trees and cornfields to Anógia, about 11 miles (see above, mile $18\frac{1}{2}$).

For the road W. to Mistrá and Trýpi see Route 74.

Road goes NE. from Sparta, and rounds the E. end of the acropolis hill and turns N.

30

Road crosses Eurotas by an iron bridge, and proceeds NNE., soon beginning the ascent of the western spurs of Parnon. The plain along the banks of the river is narrow, but very fertile; it is planted with olive-trees, and beneath them corn is grown; after the harvesting of the corn, maize is sown in the same year. On the right of the road is **Aphesouí**, by which comes the path from Leonídi (see Route 64).

An alternative route (the old bridle-path) keeps to the r. bank of the Eurotas for some distance and crosses it by the old stone bridge of **Kópanos** about 3 miles N. of Sparta, and then goes N. up the hills steeply to the chánia of Vourliá (see below, mile 36), where it rejoins the main road.

31

Road reaches the valley of the **Kelephína** stream, one of the principal tributaries of the Eurotas on its l. bank (see Route 62 (a), mile 37, and (b), mile 40). Road ascends by the r. bank ENE., and then turns N. and crosses the stream by a bridge. Road, which

miles

becomes bad, bends NNW., and ascends the gentle slopes of the hills, covered with corn, fig-trees, and mulberries. There is a fine view back over the plain of Sparta (the 'hollow Lacedaemon' of Homer).

33 **Theológos**, pop. 390.

35 Narrow branch road winding uphill to **Voutiánoi**, alt. 1,683 ft., pop. 540, P. T. O.; large olive groves.

36 Chánia of **Vourliá**, alt. 2,005 ft. One mile to the W. is the village of Vourliá, pop. 1,180, P. T. O. Away to the E., on the other side of the Kelephína, is **Vasará**, pop. 1,100. Immediately on the r. is a height, alt. 2,726 ft.

Here a dry and barren region begins; the vegetation is scanty and consists of bushes only. In the small hollows and valleys there are a few cornfields. No villages are seen till Alepochóri (mile 54½).

Road goes NNE., descending to the valley of the Kelephína again.

38½ Cháni of **Krevatás** (deserted), alt. about 1,900 ft.

Paths NE. to Aráchova and Ástros (Route 62 (a)), and E. to Vrésthena and Ástros (Route 62 (b)). Village of **Konidítsa** on the hills about 2½ miles to the W., pop. 420. Thence a path descends to cross the Eurotas and goes W. to **Kastaniá** (see Route 69, mile 7½).

Road leaves the valley and ascends the barren hills northwards with wide curves and hairpin bends. For some distance hardly a house is to be seen.

41½ Top of ridge. Kelephína valley on E.

46½ Cháni of **Kókkine Loútza**, named after the little plain with red soil, which the road here crosses. The plain has a few cornfields.

47 **Kleisoura** pass, alt. 3,064 ft., the watershed between the Eurotas and the Saránda Pótamos (see

miles

Route 60 A, mile 31, and Route 63, mile 18½). The pass is not long, nor very narrow; it is a dry, stony valley between gentle limestone slopes. On the farther side the road descends to a fairly large, but stony plain, where there are more cornfields. On the r. is Mt. **Tsóka**, alt. 4,206 ft.

50½ Cháni of **Bakóuros**. Road from Aráchova comes in from the SE. (Route 67, miles 70½–77). Boundary between the provinces of Laconia and Arcadia.

The old bridle-path (cf. above, mile 30) continues N. here, past a spring by the deserted cháni of **Kryávrysi**, down the valley of the **Saránda Pótamos**, and rejoins the main road at **Kaparéli** (see below, mile 59).

The road makes a sharp bend SW., and then turns N. again, over a plateau.

54½ **Alepochori** above road, to the W., pop. 330.

56 Branch path E. to **Vervaina** and **Dolianá** (see Route 63, mile 18½); another W. to **Arvanitokerásia**, 2 miles, pop. 800, and **Vlachokerásia**, 3½ miles, pop. 1,610, P. T. O. The plateau has only scrub growing on it, but some springs flow from it into the plains round these two villages and Alepochori, in which many fruit-trees are grown.

Road goes over a limestone ridge and descends.

59 **Kaparéli**, alt. about 2,700 ft., pop. 590; on the edge of the plain of Tripolitsá.

Road goes N. On the l. is the large **Táka** swamp, which is a lake in winter and hardly dries up in summer. It occupies a space of 10,000 *strémmata* (= 1,000 hectares) of land. The swamp is caused by the choking of the *katavóthres* on the S., which formerly took the waters of the plain.

60 Branch road NNE. to **Pialí**, 3 miles, whence there

miles

is a road to Tripolitsá, $7\frac{1}{2}$ miles (Route 63, miles 26–30).

The plain here between Piali and the swamp is well cultivated with corn, maize, and hemp. The mountains on all sides are quite bare.

60 $\frac{1}{2}$ **Kamári** on r. of road, alt. 2,250 ft., pop. 500.

61 $\frac{1}{2}$ **Kerasítsa** on r. of road, pop. 590. Road turns NNW., and goes over a chain of low hills.

63 **Tsiva** on l. of road, pop. 370.

64 **Thána** 1 mile to the W., pop. 1,100. Road goes N.

66 $\frac{1}{2}$ **Tripolitsá** alt. 2,175 ft. (see Route 60 A).

ROUTE 69

SPARTA—MEGALÓPOLIS, $28\frac{1}{2}$ or 30 miles

A rough and hilly route, of which only the first 6 miles are passable for vehicles. It is of some importance as an alternative route from Sparta to the interior, supplementing the high road (Route 68). It follows the right or western bank of the Eurotas up to its source, crosses the low watershed between the Eurotas and the Alpheios, and goes through the western Arcadian plain to Megalópolis. The Eurotas is fordable on foot everywhere, except when it is in flood. The railway which has long been planned to connect Gýtheion and Sparta with the Peloponnesian system will follow this route nearly all the way. There are traces of an ancient road nearly identical in its course with this route.

About 1 mile N. of Sparta the plain is bounded by hills, and the Eurotas flows through a narrow gorge. W. of the river, however, the country is undulating and fertile; the northern spurs of Taÿgetus border it on the W. To the E. are higher, barren mountains, sloping down close to the river bank. Most of the villages lie away to the W. near or on the foot-hills of Taÿgetus.

miles

0 **Sparta.** Road leaves in a general northerly direction, as far as the road bridge over the **Eurotas** (see Route 68, mile 30). It does not cross the bridge, but continues up the r. bank.

3½ Bridle-path to **Tripolitsá** branches NE. across the **Kópanos** bridge (see Route 68, mile 30).

Road does not cross the bridge, but continues up the r. bank, through the valley of the Eurotas, skirting the base of the **Asemákis** hill, through undulating, cultivated country, gradually ascending and crossing several streams, generally at some distance from the river.

About 3 miles to the W. near the foot-hills of Taÿgetus is the village of **Longástra**, pop. 770, and ¾ mile NNW. of Longástra is **Soustiáni**, pop. 360. 1½ mile farther NNW. lies **Vordónia**, pop. 870.

4½ Branch tracks :

(1) W. to **Kastaniá**, 3¼ miles, alt. 1,555 ft., pop. 1,700, P. T. O.; a busy market town. ¾ mile SSE. is **Kastrí**, pop. 260. Kastaniá lies 2½ miles NNW. of Vordónia (see above, mile 3½). It is situated at the foot of the mountain in a narrow gorge, where many springs rise; but the valley is damp and unhealthy and overgrown with trees. To the S. is the peak of **Hágios Ioánnes**, alt. 5,900 ft., which projects from the central ridge towards the E. A fairly large stream flows from the gorge to the Eurotas; on its l. bank are low stony hills, on the r. a steep cliff about 150 ft. high. The higher hills are covered with scrub only; the lower near the Eurotas are well cultivated, especially with mulberry-trees. From Kastaniá the path continues, ascending, to **Georgítsi**, 5¼ miles (only 2 miles from Kastaniá), alt. 3,032 ft., pop. 1,680, P. T. O.; there is a view from here of the whole valley of the Eurotas as far as Mt. Parnon on the E. From Georgítsi a path goes W. by a pass 4,603 ft.

miles

high over the Taÿgetus range just N. of Mt. **Malevó**, alt. 5,269 ft., to **Dyrráchi** on the W. slopes (see Route 72 B, mile 13½).

(2) E., fording the Eurotas, to **Konidítsa** and the cháni of **Krevatás** on the Sparta-Tripolitsá road (see Route 68, mile 38½). Near the river below Konidítsa is a small plain covered with vineyards; at the edge of the plain is a spring, **Kephalári**, supposed to be the outlet of the waters of the Táka marsh near Tripolitsá (see Route 68, mile 59).

Main road continues N. along the foot-hills.

8¾

Route, now a track, crosses stream of **Kastaniá**, the largest of the streams that flow here from Taÿgetus to the Eurotas.

10½

Georgitsánika Kalývia, alt. about 1,150 ft., pop. 570, a settlement from Georgítsi (see above, mile 7½); near by is a copious spring. A stony path leads to **Kastaniá**.

Three miles to the W. high up on the hills is **Agórianni**, pop. 580.

12½

Voutouko on the r. of the route, which about here becomes a path.

Path goes over the difficult, hilly country which borders the Eurotas; path bends towards the W. It descends again to cross a stream, then crosses a ridge to the valley of the Longaníko.

14½

The **Longaníko** stream, often much flooded in winter and spring. Village of Longaníko, pop. 1,050, lies about 1½ mile SW. up the valley.

Path descends the valley NNW. and reaches the Eurotas valley again near its head. This valley is a wide hollow between Mt. **Tsimberouí**, alt. 4,108 ft., on the N. and Taÿgetus on the S., and connects the Eurotas basin with the plain of Megalópolis.

16

Cháni of **Chelmós**, alt. about 1,470 ft., at the S. base of the conspicuous conical hill of Chelmós,

miles

alt. 2,556 ft. (to be distinguished from Mt. Chelmós near Kalávryta : see Route 91). Boundary between the provinces of Laconia and Arcadia. Several streams rise near by and unite to form the Eurotas. The principal one rises on the N. slopes of Chelmós, and flows round its W. and S. slopes.

A branch path from here goes N. up another branch of the Eurotas flowing E. of Chelmós from Mt. Tsimberoú, to connect with the Tripolitsá valley. It ascends rapidly to **Agriakóna** on the hills to the W., 4 miles, alt. 2,123 ft., pop. 160, then crosses the river, alt. 1,570 ft., and ascends eastwards to **Kaltesiá**, 5 miles, alt. 2,224 ft., pop. 500. Some olive-trees grow here at a higher elevation above the sea than anywhere else in the Peloponnese. $3\frac{1}{2}$ miles SE. of Kaltesiá is **Kollína**, alt. 2,130 ft., pop. 2,000, P. T. O. Most of the hills are covered with the thick bushes characteristic of the western Peloponnese. To the N. are jagged limestone mountains, and E. of this region begins the barren E. half of the Peloponnese. The path goes NW. from Kaltesiá, over flat-topped hills that rise to nearly 4,000 ft., to **Arvanitokerásia**, 11 miles (see Route 68, mile 56).

At the cháni of Chelmós path bifurcates : (a) direct route to Megalópolis ; (b) via Leontári.

(a) DIRECT ROUTE

Cháni of **Chelmós**. Bridle-path follows the telegraph wires and ascends N. along the W. slopes of Chelmós. It enters a district lying between Mt. Tsimberoú and Taÿgetus, with low hills intersected by numerous winding valleys, some running to the Eurotas, some to the Alpheios.

18 $\frac{1}{2}$

Skortsinoú, pop. 740. Here path inclines NW.,

miles

and enters a valley, alt. 1,585 ft., which is the watershed between the Eurotas and the Alpheios basins. It descends gradually down the farther side of the valley to a plain covered with cornfields, with a few oaks interspersed.

21 $\frac{1}{4}$ **Záime** on l. of path, pop. 300. 1 $\frac{1}{2}$ mile to the r. is **Gardíki**, pop. 440, on the slopes of Mt. Tsimberoú.

23 $\frac{1}{4}$ **Róutsi**, pop. 200; railway station on Tripolitsá-Kalamáta line. The projected railway to Sparta will branch off here. 1 $\frac{1}{2}$ mile to the E. is **Anemodoúri**, pop. 400.

Path crosses railway.

24 $\frac{1}{2}$ Path crosses the **Alpheios**. **Rapsommáti** on r. of path, pop. 430.

25 $\frac{1}{2}$ **Alí Agá** $\frac{1}{2}$ mile to the W., pop. 120.

26 $\frac{1}{2}$ **Rousvánaga**, pop. 560.

28 $\frac{1}{2}$ **Megalópolis** (see below).

(b) *Via* LEONTÁRI

Cháni of **Chelmós**. This route (4 $\frac{1}{2}$ hrs.) goes W., ascending the outlying N. spurs of Taÿgetus, and passes the highest headstreams of the Eurotas. It leaves the pastoral village of **Petrína** on a high ridge to the r. and ascends numerous small ravines.

22 **Boúra** 1 mile to SW., lying on a fertile plateau.

Path descends gradually NNW. to the upper valley of the **Alpheios** and reaches Leontári.

24 $\frac{3}{4}$ **Leontári**, alt. 1,896 ft., pop. 1,100, P. T. O.; situated on a northern spur of Taÿgetus. In Frankish and Turkish times Leontári was a place of considerable importance, but it has now greatly declined, though it has still a lively market. The railway station lies about 1 $\frac{1}{4}$ mile below to the W.

Path proceeds N., descending to the plain and passing several small villages.

27 Path crosses the **Alpheios**, alt. 1,257 ft.

miles

30

Megalópolis (Sináno), alt. 1,401 ft., pop. 1,560, P. T. O., gendarmerie; the only town of the plain. This basin, watered by the many streams that unite to form the Alpheios, is easy of access on all sides except the NW. Low and easy passes lead to Messenia (Route 72), Sparta (see above), and the upland plain of Tripolitsá (Route 72); also N. to Karýtaina and the valley of Demetsána (Route 87). Only on the NW. is it barred by difficult passes, as the Alpheios makes its way from Karýtaina down to the plains of W. Peloponnese through a narrow gorge that makes traffic difficult.

The whole plain suffered greatly from the earthquake of 1886 (see introduction to Route 72). The fertility of the land is somewhat lessened by its dryness, as the rain soon sinks through the loose soil, and the streams run in deep beds useless for irrigation. Unlike the swampy plains of Tripolitsá (see Route 60 A, at end), the basin of Megalópolis is completely drained. There are no springs. All drinking water is got from deep wells. For this reason only corn and currants and a few vines are grown. The whole plain is cultivated. There are only a few trees, olive, mulberry, and fig, to break the monotony, in contrast to the steep oak-covered hills to the S. of the plain. Owing to its position as the meeting-place of all routes coming from western and south-western Peloponnese, the importance of Megalópolis is only second to that of Tripolitsá as a centre of communication. Yet no important town has ever grown up in the plain. To-day the towns farther north, Stemnitsa, Demetsána, and Langádia, are bigger places. In Frankish times Karýtaina and Leontári were the centres of trade. Megalópolis was founded to be a town, but its broad, shaded streets are lined with small cottages and huts, which present nothing of the appearance of a town:

ROUTE 70

GÝTHEION—AREOÚPOLIS, 15 miles

This route, connecting the gulf of Laconia with the eastern shore of the Messenian gulf, is metalled, but in poor condition as far as Karyoúpolis. Thence it is a path to about mile 12, where the road begins again. Areoúpolis is a small port, of local importance. The district W. and S. of Gýtheion is the Maina (see p. 103), a wild mountainous region, famous for its prolonged resistance to the Turks, and its virtual independence during the Frankish and Turkish rule over Greece. Many of the villages are on apparently inaccessible slopes, and the houses are towers built for defence. The Maina extends on both slopes of the southern Taygetus range and occupies the whole of the peninsula as far as Cape Matapan. Between Taygetus and the mountains of southern Maina there is a low saddle, only 800 ft. above the sea, like a furrow cutting across the peninsula. The route goes by this gap. To the N. of the gap is Mt. Koubénova, alt. 4,810 ft., the W. slopes of which are covered with firs; to the S. Mt. Sagiá reaches 3,993 ft.

miles

- | | |
|---|---|
| 0 | Gýtheion (Marathonési: see Route 68). Road goes S. over a limestone ridge running down to sea on l. |
| 1 | Mavrovóuni on l., pop. 920. Hills on r. 610 ft.
Road descends SW. to a small coast plain, very fertile and watered by means of wells, where onions, figs, olives, and grapes are grown. From here onwards the typical Mainote tower-houses are seen. |
| 3 | Road crosses Bardoúnia river, which here has very little water (see Route 68, mile 3). Path to Cape Matapan (Route 71) branches S.
Road ascends a high ridge thickly covered with oak-trees. To the W. are the ruins of the Frankish castle of Pasavá (' <i>Passe Avant</i> '), built to confine the |

miles

Mainotes to the S. half of the peninsula. Aqueduct and electric power station for Gýtheion.

Road then goes W. through a small valley.

- 5½ Cháni of **Chosiári**. Village 1 mile to the r., pop. 120. The valley is fertile and well cultivated, especially with fig-trees; the slopes are terraced and planted with olive and oak-trees.

- 7 Road reaches a wider valley, in which lies **Karyóúpolis**, pop. 450. Road goes W. up the valley, which here runs through a deep gorge, ascending gradually. Farther on several springs are passed, and the banks of the stream are covered with oleander. The valley narrows again to a gorge, with cliffs several hundred ft. high. About here road becomes a path.

- 11 **Vachouí**, pop. 550, in a stony but cultivated plain, with olives and cornfields.

From here the character of the country changes. The path gradually rises to the watershed, but instead of a well-watered and cultivated land it reaches an arid desert country; the ridge which the path crosses, and the mountain walls on either side, are of marble, and there is no vegetation.

- 12 Crest of the ridge, alt. 806 ft. A path goes due W. down a dry valley to Liméni bay (see below). Route turns slightly S. and keeps above the valley.

- 15 **Areóúpolis** (Tsímova), alt. 790 ft., pop. 2,300, P. T. O., C. H., gendarmerie. It is gradually assuming the character of a town, large houses built closely together taking the place of the separate tower-houses of the Maina. Areóúpolis is the home of the powerful and famous Mavromicháles family, the chieftains of the strongest of the Mainote clans.

The port of **Liméni**, pop. 100, is about $\frac{3}{4}$ mile to the N. on the S. shore of the bay of the same name, the best natural port in the gulf of Messenia. Its entrance is some 800 yds. wide, open to the W., and

miles

it extends about 1 mile to the E., widening with a curve in the S. shore towards Liméni. The water in the bay is from 4 to 10 fathoms deep. Coasting steamers call regularly.

Path from Areoúpolis N. to Kalamáta and S. to Cape Matapan (Route 75).

ROUTE 71

GÝTHEION—CAPE MATAPAN, 31 miles

Bridle-path from the point where it leaves the Areoúpolis road (mile 3), following the coast. It goes through the E. part of southern Maina. The coast is steep to throughout. Two peninsulas, Paganiá and Stavrí, jut out into the sea, and form two bays which afford good anchorage. From Stavrí to Nýphe (mile 19) the coast is quite monotonous, but S. of that there is a number of small inlets to give protection to small vessels. The best of these is Pórto Kálio (mile 27½). Southern Maina is the most rugged and barren part of the whole district ; for a description of the inhabitants and their mode of life see p. 103.

miles

0 **Gýtheion.** Hence to mile 3 as by Route 70.

3 **Bardounia** river. Road to Areoúpolis branches off W.

Path goes SSW., crosses a ridge and then the valley of the **Pasavá** stream (see Route 70, mile 3) ; then another ridge to a larger, well-cultivated valley.

6½ **Ageranós** (Port Vathý), pop. 140, the port for Karyoúpolis (see Route 70, mile 7) ; no shelter. A high ridge here runs out into the sea to form Cape Paganiá.

8 **Skoutári**, pop. 480, P. T. O. ; situated on the slope of a hill at the head of Skoutári bay, between Capes

miles

Paganiá and **Stavrí**. This situation gives the best anchorage in all the gulf of **Laconia**.

Path turns W. and begins the steep ascent of the ridge which runs SE. to form **Cape Stavrí**.

- 10 Summit of ridge, alt. 1,690 ft. Path turns S. and descends to **Cheimárra**, alt. 1,273 ft., pop. 220; situated at the E. end of a small plateau sown with corn, which extends W. to **Kávvalos**, pop. 240, and forms a watershed between the Messenian and Laconian gulfs. From here the mountains run S. in an unbroken line, rising to 3,993 ft. (**Mt. Sagiá**). A branch path crosses the plateau W. past **Kávvalos** to **Pýrgos** (see Route 75, mile 39½).

From **Cheimárra** path goes SE. down a valley to the bay of **Kolokýthia**.

- 13 **Kótronas** at the head of the bay, pop. 430, P. T. O. The anchorage in the bay is much exposed.

Path goes W.

- 14 **Phlomochóri** on r. of path, pop. 250. Path turns S. and crosses a stream. Here a uniform stretch of coast begins, with steep cliffs; but about 300 ft. up is a terrace, extending with varying width as far as **Nýphe** (see below, mile 19). The ground is rocky, but the scanty soil is terraced with extraordinary care, and planted with corn, olive-trees, and the particular food of the **Mainotes**, the lupin. Apart from this nothing grows but scrub; and the district is among the most barren in all Greece. There are numerous small villages, each with its separate collections of tower-houses, surrounded by impenetrable cactus-hedges. All the stones in the very stony fields are thrown on to the paths, which are consequently very difficult and fatiguing.

- 16 **Argyliás**, pop. 170.

- 17 **Dryalí**, pop. 170.

- 19 **Nýphe**, alt. 1,476 ft., pop. 500. Many oaks grown

miles

on the terraces here. Path descends by the **Langáda** gorge. Marble mountains begin here, descending steeply to the shore.

20½

Mouth of the **Pachiánika** stream, forming a small plain with a grove of olive and fig-trees. The tiny village lies high up to the W. near the head of the valley. There is a small boat-harbour, and a store-house. Some grey marble is quarried near here and exported to Gýtheion or Kalamáta; some *rosso antico* marble is also found here. But the difficulties of transport have so far hindered the development of these quarries.

Path goes over a ridge and descends.

23

Demarístika valley, which opens out into the small harbour of **Hágios Kyprianós**.

Path ascends a barren marble plateau.

24½

Lageía on the plateau, alt. 1,318 ft., pop. 790, P. T. O.; situated in the stoniest and most barren part of Maina. There are some small sand-pits near by, used to make mortar. NW. of Lageía are quarries of red marble, much prized in antiquity.

Path continues S. over plateaus and deep gorges, passing a few stony fields and olive groves.

27½

Korogoniánika, pop. 120. Path comes suddenly upon a precipice, and below it are seen two bays on the E. and W., running deep into the land and leaving an isthmus not more than ½ mile broad (alt. 574 ft.), which connects the peninsula of Cape Matapan with the rest of the Maina. The bay on the E. is **Pórto Kálio** (*Quaglio*, so called from the number of quails (*quaglia*) found here), well sheltered and entered by a narrow channel. A village lies at its head, pop. 180, C. H. The western is the less protected bay of **Marinári** (see Route 75, mile 55½). In the centre of the isthmus is the fortified tower of **Chárakes**, belonging to the Mainote family of Gregorakákes.



PÓRTO KÁLIO, WITH A TYPICAL MAINOTE HOUSE
(SEE ROUTE 71, MILE 27½)

miles

Path continues S. over the rocky peninsula of Matapan (alt. 1,040 ft.), which consists of marble. There are two inlets from the sea on the E. coast, of which the northern, **Vathý**, is a safe anchorage for caïques. The western slopes of the peninsula fall sheer to the sea.

The last descent, to Cape Matapan, is gentle.

31

Cape **Matapan** (ancient Taenarum), the most southerly point of the Peloponnese, on which there is a lighthouse.

ROUTE 72

KALAMÁTA—MEGALÓPOLIS—TRIPOLITSÁ

A. MAIN ROAD, 48 miles

Carriage-road leading from the important port of Kalamáta, the second largest town in the Peloponnese, to the interior. There are no steep gradients. It leads up through the very fertile and thickly populated plain of Messenia, over the easy pass of Makriplági, about 2,000 ft. above sea-level, to the plain of Megalópolis, about 1,300 ft. above the sea (see Route 69), and from there through upland plains over a barren limestone ridge, alt. about 2,700 ft., to the plain of Tripolitsá, which is some 2,200 ft. above the sea (see Route 60 A). The plain of Messenia itself is divided into an upper and a lower half by a low ridge (alt. about 350 ft.) near the village of Skála (mile $13\frac{1}{4}$). Both plains are level. The altitude of the lower is 80 ft. above sea-level at its northern end; that of the upper is 200 ft. They are well watered, sheltered from N. and E. winds, and wonderfully fertile, rivalled in this respect only by the valley of the Eurotas near Sparta (see Route 68). There are numerous groves of orange-trees, fig-trees, olives, and mulberries. The vineyards and cornfields are surrounded

by thick cactus-hedges, and in the villages aloes grow to a great height.

An alternative carriage-road goes by Nesí W. of Kalamáta, and thence N. through the plain, W. of the Pírnátsa river (Route 73). A mountain track leaves the plain and ascends the hill country to the E., and comes out on to the plain of Megalópolis by Leontári, so avoiding the pass taken by the main road (Route B). Another mule-path goes from Megalópolis to Tripolitsá, N. of the main road.

The river Pírnátsa and its tributaries are fordable on foot at all seasons except occasionally after heavy rain.

Not only is Messenia easy of access from the N. ; on the W. also there are two easy passes, one from Pýlos leading to the S. end of the plain at Nesí (Route 76), the other from Kyparissía entering the N. end of the plain (Route 81). On the E., however, it is shut in by the high wall of Mt. Taÿgetus, which is crossed only by high and difficult passes often blocked by snow in winter (see Route B, mile 13½, Route 74, and Route 75, miles 16¼ and 24).

The earthquake of 1886 did great damage throughout the plains of Messenia and Megalópolis (cf. Routes 69, 76, 80, and 83).

miles

0

Kalamáta (Kalámai), pop. nearly 20,000, P. T. O., C. H., seat of Nomarch of Messenia, of Demarch, and of a bishop ; head-quarters of gendarmerie ; civil and military hospitals ; consulates of most of the European powers. It lies about 1¼ mile N. from the sea at the head of the gulf of Messenia. On the coast is the harbour-town called Néai Kalámai (P. T. O.), which is also a bathing resort and the residence of the consuls. A good road and an electric tramway connect the harbour with the town. The river Nedon flows through the town, and three iron bridges (one a foot-bridge) connect Kalamáta with Kalývia, a suburb on the western bank. SW. of town is the iron railway bridge. The river-bed is wide and stony,

miles

and in summer always dry. In winter the river often becomes a torrent and does great damage.

The population of the town is mainly industrial. There are several silk-spinning establishments (though this is not now so important an industry since currant-fields have been planted in the place of mulberries); and the knives of Kalamáta are famous. The country around the town is planted with extensive olive groves; the olives are the finest grown in Greece.

The port has an area of 341,000 sq. yds., and is formed by a mole running straight out from the shore, and a breakwater which runs out parallel to the mole and then curves round till its extremity is directly opposite the mole. The entrance is 650 ft. wide, with a depth near the breakwater of 35 ft., shelving up to the mole, where the depth is only 14 ft. At the NW. corner is a basin with an area of 27,000 sq. yds. The depth of the harbour along the channel to the basin is 22 ft. The port affords good shelter, and loading can continue during bad weather, as, although the gulf is open to the S. and SW., the harbour entrance faces E. The port and town are healthy. Dredging operations are in progress.

Details of quayage are not known, but vessels load and discharge by lighters or alongside quays. No details are known of tugs, lighters, and dredgers.

The principal exports are figs and currants (chiefly to Trieste), silks (to France), skins, valonia, wine, olives, oil, &c. The principal imports are manufactured goods, iron, sulphur, rice, glass, salt fish, wood, sugar, and hardware. Exclusive of coasting vessels, about 200 steam vessels and sailing ships, of an aggregate of 95,000 tons, call annually. There is regular communication not only with all Greek ports, but with the principal Mediterranean ports, Constantinople, Smyrna, and North Africa.

miles

Road crosses the **Nedon**, leaving Kalamáta by the suburb of Kalývia, and goes W. through the plain. The railway is on the l. of the road.

2¼ **Aspróchoma**, pop. 360. Branch road continues W. to **Nesí** (Route 73).

Main road turns NNW. A western spur of Taÿgetus projects out into the plain, and is close to the road on the r.

3½ **Kalámi**, pop. 230.

Branch track goes WNW., crossing the railway :
miles

0 **Kalámi**.

2 **Mikrománe**, pop. 1,200 ; situated near the l. bank of the **Pirnátsa** river (see Route 73, mile 5¼). Track goes NNW. and crosses a tributary stream.

4 **Aslánaga**, pop. 2,040, P. T. O.

4¾ **Baliága**, pop. 730.

5¾ **Gortzógli** on the r. beyond the railway, pop. 490.

6¼ **Gliáta**, pop. 300. Track turns NNE., crossing the railway again.

7 **Básta**, pop. 1,050.

9 **Hágios Phlóros**. Here track rejoins the main road (see below, mile 11¼).

Road continues NNW.

4 **Antikáلامo**, pop. 440.

4¼ **Sperchougiá**, pop. 1,020.

5 **Thouría** (Kamári : once called Phourtzála), pop. 1,530, P. T. O. ; situated on both banks of a tributary of the Pirnátsa. The bridle-path that avoids the pass of Makriplági branches off NNE. up the valley of the stream (Route B).

Road goes N.

miles

5 $\frac{3}{4}$ **Delémemi** (Aithaía), pop. 500.9 $\frac{1}{4}$

Road crosses a stream.

Branch tracks :

(1) W. to **Vrachátaga** and **Gaidourochóri** (also called Arioichóri, to be distinguished from Gaidourochóri on Route 73, mile 7 $\frac{1}{2}$), $\frac{1}{2}$ mile, pop. 700, P. T. O.

(2) NE. to **Arphará**, 1 $\frac{1}{4}$ mile, pop. 1,600, P. T. O. ; a modern village, the old Arphará on the hills to the E. near Poliáni (see Route B, mile 13 $\frac{1}{2}$) being now deserted.

11 $\frac{1}{4}$

Hágios Phlóros, alt. 79 ft., pop. 470. There is a number of springs here, which unite to form a lake W. of the village. The waters of this lake join the Pirnátsa and keep that river full of water all the year round. Around the springs plants of the S. Mediterranean region grow abundantly. The houses of the village lie hidden between large plane, fig, olive, and mulberry-trees.

Branch path goes NE. up a valley to **Vromóvrysi** (to be distinguished from Vromóvrysi on Route 73, mile 9 $\frac{3}{4}$), 2 miles, pop. 280 ; it then climbs the mountains N. to a pass, alt. 2,208 ft., and descends to **Bála**, 3 $\frac{1}{2}$ miles, alt. 1,864 ft., pop. 320 ; thence it climbs NE. again over another pass, alt. 2,864 ft., down to a stony but cultivated valley, up which it goes E. to **Tourkoléka**, alt. 2,549 ft. (see Route B, mile 21).

Road goes NW. Mountains approach very close on the r. of the road, rising to over 3,400 ft.

13 $\frac{1}{4}$

Skála, pop. 900, at the foot of the ridge which divides the lower and upper Messenian plains. Branch road from Nesí comes in from the SW. (see Route 73, mile 13 $\frac{1}{2}$).

Road ascends the ridge, alt. about 380 ft., and turns N. The hills on the l. are quite low ; but on

miles

the r. they rise quickly to 2,000 ft. On both sides they are barren. The ridge is only about 1 mile wide here, and the road soon descends to the upper Mesenian plain, alt. 200 ft.

This plain is quite flat, and has a rich brown soil, only stony towards the E. foot-hills. The waters of the plain have only an imperfect outlet to the Pirnátsa; hence they stagnate in the winter, and occasionally turn the whole plain into a swamp. The chief place, Meligalá (see below, mile 16 $\frac{1}{4}$), is situated on the N. edge of the ridge (see above), W. of the road, about 160 ft. above the plain in a healthy situation. Numerous smaller villages, with cottages built mostly of unbaked bricks, lie in the plain itself, surrounded by hedges of cactus. The district is especially fertile and grows corn, maize, and grape and currant vines; on the higher, drier, and more stony land to the E. olive and fig-trees are grown. On the E. the plain is bounded by the N. spurs of Taÿgetus; on the N. by Mt. **Tetrági**, alt. 4,492 ft.; while on the W. there are low hills, over which easy paths go to **Kyparissía** on the Ionian Sea (see Route 81).

15

Branch track E. to **Katsaróu**, $\frac{3}{4}$ mile, pop. 1,150.

16 $\frac{1}{4}$

Tsaóusi, pop. 810.

Branch road SW. to **Spanochóri** and **Soláki**, 1 mile, pop. 1,080, and **Meligalá**, 2 $\frac{1}{4}$ miles, pop. 1,800; P. T. O., with a railway station. From Meligalá a track goes S. to **Tsepheremíni** (see Route 73, miles 13 $\frac{1}{2}$ and 20 $\frac{1}{2}$).

Another branch track N. to **Tóskesi** and **Alitselepi**, 1 mile, pop. 1,070, P. T. O.

Road goes NNE. and begins to ascend the eastern slopes.

17 $\frac{3}{4}$

Loutró in the plain W. of the road, pop. 410.

Road enters the valley of the **Dervéni** stream, which

miles

flows from the NE. across the plain to join the Pirnátsa. Road ascends the mountains in zigzags. The slopes are covered with cornfields and low scrub. To the E. is Mt. **Hellenítsa**, alt. 4,255 ft. The railway approaches the road on the l.

19 Road crosses boundary between the provinces of Messenia and Arcadia.

21 $\frac{1}{4}$ Cháni of **Dervéni**, alt. 1,558 ft., where a spring rises. Road ascends through an oak forest.

22 Summit of pass of **Makriplági** (also called Diavolítsi), alt. 2,000 ft., the watershed between the Pirnátsa and the Alpheios basins.

Road turns E., then NE. again, descending to the village of Koúrtaga.

23 $\frac{1}{2}$ **Koúrtaga**, alt. about 1,900 ft., pop. 890, P. T. O. Branch track E. to **Leontári**, 3 $\frac{1}{2}$ miles (see Route 69 (b), mile 24 $\frac{3}{4}$). Road crosses railway by a bridge.

Old road to Tripolitsá branches NE., and avoiding Megalópolis (4 miles to NW.) rejoins the main road at Marmariá, 10 miles (see below, mile 36, and Route B, mile 27).

Road descends NNE. to the plain of Megalópolis.

25 $\frac{3}{4}$ **Dedémbey**, alt. about 1,450 ft., pop. 500.

26 $\frac{1}{2}$ Road crosses **Xerillos** stream, one of the main affluents of the Alpheios. Road goes NE.

29 $\frac{1}{4}$ **Megalópolis** (Sináno), alt. 1,401 ft. (see Route 69, at end). Road proceeds E., leaving on the r. the path to Rousvánaga and Sparta (Route 69 (a)).

31 Road begins to ascend.

32 $\frac{1}{2}$ Summit of pass, alt. 2,428 ft. Road turns S. and descends to the plain of Phrankóvrysis; alt. 2,145 ft. The railway approaches the road on the r. The road crosses the N. edge of the plain, which is traversed by a stream, and is marshy in the centre. The stream

miles

is one of the sources of the Alpheios. There are no trees, but the ground is cultivated, chiefly with corn.

36 **Marmariá** on the r., pop. 140. Old road comes in from WSW. (see above, mile 23½).

39½ **Phrankóvrysis** ('Well of the Franks'), where there are several chánia. The valley narrows, and the road goes NNE. up a stony valley over another pass.

42 Summit of pass, alt. 2,684 ft. On the r. is Mt. **Kravatá**, alt. 3,356 ft. Road descends and crosses the railway; they go close together, N. by E., through the plain to Tripolitsá.

48 **Tripolitsá**, alt. 2,175 ft. (see Route 60 A, at end).

B. *Via* POLLÁNI AND VALTÉTSI, 49 miles

A bridle-path, which goes over the hill country E. of the Messenian plain to the Megalópolis basin (mile 27). From there it is continued by another bridle-path going N. of the main road. Neither is of any but local importance, but they serve as alternatives to the carriage-road. In the War of Independence the Egyptian army under Ibrahim, making its way up from Messenia to Tripolitsá, unable to force the pass of Makriplági (Route A), succeeded in turning it by repulsing the Greeks not far from Tourkoléka (mile 21).

miles

0 **Kalamáta**. Hence to mile 5 as in Route A.

5 **Thouría**. Route A continues N.

Bridle-path turns NNE. and goes up the valley of the stream that runs through Thouría.

6½ **Aipeia**, pop. 530; near the site of the ancient Thouria. Valley turns ENE., and path continues up it.

7½ **Gardíki** on the r., pop. 620.

8½ **Ágrilos**, alt. 1,070 ft., pop. 470; on a terrace to the l. The terrace stretches S. on the l. of the path as

miles

far as Thouría ; olive-trees and low scrub grow on the hills.

Path goes NE. up the valley, which narrows to a gorge, where marble appears. To the S. is the wide range of mountains, **Gómo Vounó**, alt. 4,190 ft.; the higher slopes are covered with fir-trees.

13½ **Poliáni**, alt. 2,129 ft., pop. 500. Above the village is a fairly large fertile plain, which produces corn and numerous mulberry-trees. The river-bed is dry, but there are several springs.

A branch path continues across this plain E., then turns N., where the valley narrows, and reaches **Dyrráchi**, 4½ miles, pop. 1,000, where there are many springs ; thence there is a pass eastwards, alt. 4,603 ft., over the principal range of Taygetus, to **Georgitsi** on the E. slopes of the mountains (see Route 69, mile 7½).

Path goes NE. away from the valley, ascending the higher hills.

15¼ Path crosses boundary between the provinces of Messenia and Arcadia.

16½ **Ákovo**, alt. about 2,700 ft., pop. 1,000 ; in a plain partly cultivated, partly covered with low bushes.

Path goes N. and descends to the headwaters of one of the sources of the **Xerillos** river (see above, Route A, mile 26½), and goes down the valley.

21 Alt. about 1,700 ft. On the slopes of Mt. **Hellenítsa**, to the W., about 2 miles away, is **Tourkoléka**, alt. 2,549 ft., pop. 550 ; whence there is a path SW. down a valley to **Hágios Phlóros** (see above, Route A, mile 11¼).

Path continues N. down the r. bank of the valley, which is here a part of the plain of Megalópolis, and gets wider. The river-bed, which is wide, holds water only at certain seasons ; and every now and then

miles

the water disappears and continues its course underground, beneath the stones of the bed. The valley is covered with cornfields, and there are a few oak-trees, the survivors of a former forest; the mountains grow only bushes. To the E. they are only some 800–1,000 ft. above the plain; to the W. is the massive Mt. Hellenítsa.

25½ **Leontári** on the hills to the r. Alt. of plain 1,371 ft. From here Megalópolis can be reached by Route 69 (b), miles 24¾–30. Route goes by this path for a short distance.

27 Route leaves the path to Megalópolis, which is 3½ miles distant, and turns ENE. along the old road to Tripolitsá (see above, Route A, mile 23½). It first crosses the S. end of the plain, parallel with the railway.

31 **Rapsommáti**. Here it crosses the path from Sparta to Megalópolis (see Route 69 (a), mile 24½). Path ascends up the valley of the stream that drains the plain of **Phrankóvrysis** (see above, Route A, mile 32½), and enters the plain near Marmariá.

35 **Marmariá** (see above, Route A, mile 36). Path goes NNE., crossing the main road and ascending the hills, which are bare or covered with scrub only.

38 **Kerastári**, pop. 220. Two miles to the E. is **Kantréva**, pop. 670, P. T. O.

40 **Arachamítai**, pop. 250. Path, which is here very bad, goes NE., ascending through a barren valley.

43 **Valtési**, alt. about 3,400 ft., pop. 1,040. Path descends NE. down to the headwaters of the **Daviá** stream, one of the principal affluents of the Alpheios.

45½ **Syllímnna**, pop. 860. Thence up over a southern spur of Mt. **Apáno Krépa**, which is quite barren, and down to the plain by the carriage-road from Vytína (Route 87).

49 **Tripolitsá**.

ROUTE 73

KALAMÁTA—NESÍ—MEGALÓPOLIS, 38½ miles

Carriage-road. A companion route to the foregoing, but traversing the western edge of the Messenian plain, on the r. bank of the Pirnátsa (see introduction to Route 72 A). Nesí has some importance as a centre of trade.

The road as far as Nesí is in fair condition. It crosses successive ridges and valleys, and many streams. Numerous villages lie on the hills, surrounded by olive-trees ; in the plain and the valleys grapes, currants, and maize are chiefly grown. NW. of the lower plain of Messenia lies Ithome, the famous acropolis of the ancient city of Messene. The route passes below it on the E. (see mile 13½).

miles

- | | |
|----|--|
| 0 | Kalamáta. Hence to mile 2¼ as in Route 72 A. |
| 2¼ | Aspróchoma. Road proceeds due W., at first through sandy hills, then down to the valley of the Pirnátsa (ancient Pamisus) river. The branch railway from Kalamáta is close on the l. The plain is here extremely fertile, but marshy and unhealthy. In the rainy season the water forms large morasses, which extend in places over the road and do not quite dry up even in summer. The plain produces maize, currants, and grapes. In the neighbourhood of the river, in which there is always water (see Route 72 A, mile 11¼), are wide marshy prairies. |
| 5¼ | Road crosses the Pirnátsa by a bridge about 2 miles from its mouth (see below, mile 5¾). Close to the r. bank of the river rises a low plateau about 32 ft. above the plain ; it rises gently towards the W. and is furrowed by shallow valleys, in which grapes and currants are grown ; the dry sandy hills are covered with olive-trees. |
| 5¾ | Nesí (Messéne) on the edge of the plateau, pop. |

miles

6,200, P. T. O., C. H., gendarmerie. A large, straggling, prosperous village, with very small houses. It has a considerable trade, the produce from the interior being brought down the river in boats and shipped on board vessels at anchor off the river mouth. The produce is corn, oil, wine, currants in large quantities, potatoes, and dried figs. The anchorage off the river is in about 8 fathoms. The bar at the mouth of the river has a depth of 2 ft. over it, and is at times dangerous. Coasting steamers call regularly. A road leads from the town SSW. to the port, $2\frac{1}{2}$ miles.

Road proceeds NW. Low hills on the l., the Pirnátsa on the r.

7 **Mavrommáti**, alt. about 330 ft., pop. 680.

$7\frac{1}{2}$ **Gaidourochóri** (to be distinguished from Gaidourochóri on the other side of the plain : see Route 72 A, mile $9\frac{1}{4}$) on the r., pop. 210.

8 **Karteróli**, pop. 770. One mile to the E. near the river is **Piperítsa**, pop. 460.

$8\frac{3}{4}$ **Koúrtali** on the l., pop. 180.

$9\frac{1}{4}$ **Alitselepí**, pop. 310.

$9\frac{3}{4}$ **Vromóvrysi** (to be distinguished from the Vromóvrysi NE. of Hágios Phlóros on Route 72 A, mile $11\frac{1}{4}$), pop. 520.

10 **Aídini**, pop. 530.

Branch track NW. as follows :

miles

0 **Aídini**.

$\frac{1}{2}$ **Kalamará** and **Nazíri** on r. of road, pop. 1,550.

$1\frac{3}{4}$ **Androussa**, alt. 551 ft., pop. 1,000, P. T. O.; an important place under the Turkish domination. Just E. of the town there are also ruins of a mediaeval castle.

miles	miles	
		A track from here goes N. to Lézi and Vourkáno monastery on Mt. Ithome (see below, main road, mile 13½).
		Track goes WSW. across a deep valley and then ascends to a thinly populated plateau, in which are several valleys. In these currants are grown; on the heights there are only bushes.
	7	Lóë , alt. 725 ft., pop. 370.
	8½	Aristoménes (once called Moustaphá Pashá), alt. 1,257 ft., pop. 600, P. T. O.
		From here the track bends round S. in a wide curve to Chatzí.
	14½	Chatzí (see Route 77, mile 17).
		Road goes N., leaving Nazíri (see above) on the l.
12½		Chasimpasá on r. of road, pop. 390.
13½		Lézi on l. of road, pop. 430.

Here the carriage-road branches off NNE.:

miles	
0	Lézi .
1	Road crosses Pirnátsa river.
1¾	Tsepheremíni , pop. 1,250.
4	Skála . Here road joins the main Kalamáta road (see Route 72 A, mile 13¾).

NNW. of Lézi is a conspicuous isolated mountain, alt. 2,631 ft., now called **Vourkáno** from a monastery situated on its slopes, the ancient **Ithome**, the natural acropolis of Messenia, and the highest fortified place in ancient Greece except Orchomenus (see Route 61, mile 50). There are extensive ruins of the city of Messene. On the W. slopes, which fall steeply down to the valley of a stream, are the villages of **Mavrommáti** (not to be confused with Mavrommáti, above,

miles

mile 7), pop. 530, P. T. O., and **Simiza**, pop. 310. The plain near these villages is covered with corn-fields, vines, currants, and olive-trees, or with thick scrub. On the heights to the W. are oak woods. On the E., where is the monastery of Vourkáno, Ithome slopes steeply down to the Pirnátsa valley, which separates it from the low ridge, only some 300 ft. above the Messenian plain, on which is Meligalá (see below, mile 20½).

Route becomes a track and continues N. up the valley of the Pirnátsa between Ithome on the l. and the low ridge on the r.

19½ **Mavrozoúmeno** bridge. Two streams here unite to form the Pirnátsa, one from the NW., the Mavrozoúmeno (see Route 81 A), the other from the NE., a stream formed by several tributaries flowing through the upper Messenian plain. A triple bridge crosses them (for pack-animals only); it rests on two piers in the centre, whence arches in three different directions lead to the three points of land formed by the confluence (the triple bridge presents the shape of an inverted Y). The piers are partly ancient Greek, in large oblong blocks, while the pointed arches are mediaeval.

Track goes NE. over the bridge up the l. bank of the river.

20½ **Meligalá**. There is a road hence to join the Kalamáta-Tripolitsá road (see Route 72 A, mile 16¼), and by that road to Megalópolis.

Track goes N. through the upper Messenian plain, parallel with the railway.

22 **Zevgolatió**, pop. 660. The railway station is the junction for the Kyparissía and Tripolitsá lines.

23 **Mantzári** on the l., pop. 280; **Sandáni** on the r., pop. 360.

miles	
23½	Málta on the r., pop. 270.
24	Kóurtaga , pop. 330 (not to be confused with Kóurtaga on the main road: see Route 72 A, mile 23½).
25¾	Diavolitsi , pop. 1,150, P. T. O. The Kyparissía-Megalópolis track joins here (see Route 81 B, mile 18½).
	Track goes W.
26½	Parapóungi , pop. 360.
27½	Dousýla , pop. 900. Branch path N. to Ísari (see Route 81 B, mile 27½).
	Track goes W. over a ridge, across the boundary between the provinces of Messenia and Arcadia.
30½	Cháni of Dervéni . Hence by the pass to Megalópolis as in Route 72 A, miles 21¼–29¼.
38½	Megalópolis .

ROUTE 74

KALAMÁTA—SPARTA

Via THE LANGÁDA, 23½ miles

The road and railway from Kalamáta to Tripolitsá (Route 72 A), and the road from the latter to Sparta and Gýtheion (Route 68), form the only route practicable for wheeled traffic between the plain of Messenia and the Eurotas valley. There is an easy path from Kalamáta to Areoúpolis (Route 75), and thence a road to Gýtheion. But across the great range of Taygetus there are only a few difficult bridle-paths, of which the present is the most direct and the least difficult. For others see Route 72 B, mile 13½, and Route 75, miles 16¼ and 24.

The path by the Langáda rises to a height of 4,000 ft., and is often impassable in winter owing to the snow. The ascent from Kalamáta is long and fatiguing, but not par-

ticularly difficult ; the descent through the Langáda is much steeper and the path is very bad, often descending to the bed of the stream itself, and throughout winter and spring the stream is considerable.

A traveller with a pack-animal would take about 10 hours, including halts, crossing the mountains from Kalamáta to Trýpi (mile 18) ; at Trýpi, almost due W. of Sparta, the path enters the Eurotas valley, and there is an easy carriage-road from Mistrá (mile 20½) to Sparta.

miles	hours	
0	0	Kalamáta. Path goes NE. across the hills to a height of 500 ft., and then along the l. bank of the deep valley of a tributary of the Nedon. The lower slopes are cultivated, the higher covered only with scrub.
5	2	Chanákia Karvelioú , alt. 1,608 ft. Path ascends still, goes round the shoulder of a hill, then descends into a deeply cut ravine with the village of Karvéli above on the r., alt. about 1,700 ft., pop. 620. From here the path bends round to the N.
8½	3½	Láda high on the slopes to the l., where many springs gush out of the rock ; this village, pop. 390, is surrounded by trees, mainly chestnuts. Branch path over a ridge N. to Tsernítsa in another parallel valley, 1½ mile, pop. 780 ; thence NE. to Sítsova , 3½ miles, pop. 910, P. T. O. Three miles farther N. is Anastásova , pop. 810, beneath the slopes of Mt. Malevó , the highest peak of northern Taygetus (see Route 72 B, mile 13½). Path ascends E. at first through vineyards, then through a forest of pines, with a few fir-trees interspersed.

miles	hours	
12	5	<p>Summit of the pass, alt. 4,250 ft., with a chapel of the Panagiá ; the watershed between the Nedon and the Eurotas, and the boundary between the provinces of Messenia and Laconia. The pine forests extend on both sides of the path.</p> <p>From here the path descends, at first gradually, past the chávia of Langáda, through the pine woods, on an upland plateau to the Langáda gorge, the valley of the Trypiótiko river, flowing E. to the Eurotas. The bed is dry in the summer, but the river becomes a torrent in winter and spring. On either side rise high limestone cliffs, running up to the heights of Taygetus, Hágios Ioánnes to the N., Hágios Elías on the S. In the upper course of the stream there are fir-trees, lower down scattered plane-trees. On the slopes on either side only bushes.</p> <p>The path now becomes very steep and difficult as it descends down the gorge, crossing and recrossing the stream.</p>
18	8	<p>Trýpi, alt. 1,400 ft., pop. 750 ; here a spring flows out from the rocks. The village is hidden by trees. The path becomes easier as it leaves the gorge and turns SE.</p>
20½	9	<p>Mistrá at the edge of the foot-hills, pop. 850 ; in later Byzantine days it was the capital of the Eurotas district. It has many Byzantine churches and remains of a fortress and of the mediaeval town. The present village is hidden among fruit-trees, orange, fig, and mulberry. Path becomes a carriage-road and goes E. from Mistrá over the abundantly watered plain, through olive groves with corn growing under the trees.</p>

miles	hours	
22½		Magoula , pop. 1,280. Here road crosses the stream of the same name, the lower course of the Trypiótiko. Road goes between extensive gardens and orchards.
23½	10	Sparta (see Route 68, mile 28½).

ROUTE 75

KALAMÁTA—AREOÚPOLIS—CAPE MATAPAN,

59 miles

Carriage-road as far as Halmyró (mile 4½); from there it is marked on the map as a cart-track, but it is doubtful whether even light two-wheeled carts could proceed the whole way. The route is of importance only as connecting numerous small ports and landing-places on the E. side of the gulf of Messenia. The most important of these is Areoúpolis (see Route 70). Paths cross Taygetus by difficult passes to the Eurotas basin from Kardamýle (mile 16½), and Plátsa (mile 24). From Areoúpolis a carriage-road goes over a very low ridge to Gýtheion (Route 70).

The route traverses the whole length of the Maina (cf. Routes 70 and 71, and p. 103) on its western shore. It keeps close to the coast, which is generally steep except where there are small bays and coastal plains at the mouths of the torrents. Immediately to the E. of the track Mt. Taygetus rises very steeply; it is cut into by numerous torrents (always dry in summer). The country is in general barren, but there is cultivation of corn and olives in the small plains, and on terraces up the hill-slopes.

miles	
0	Kalamáta . Road leaves SE., at first through the olive groves that cover the coast plain. Low hills on the l.
1	Giannitsánika , pop. 790. The parent village of

miles

Giánnitsa, pop. 840, lies about 3 miles ENE. high up on the hills.

1½ Road crosses bed of a stream, the boundary between the provinces of Messenia and Laconia. Hills on the l. gradually approach to the sea, reaching it at the point where the coast makes a sharp bend to the S. The plain becomes stonier, and the olive-trees smaller and scantier. Road crosses many wide, stony torrent-beds, nearly always dry.

2¼ Road is now on shore of Messenian gulf and turns S. along it. High limestone mountains (*Taÿgetus*) run parallel with the shore. The upper slopes are extremely steep, but from about 600 ft. downwards is a rubble incline, on which are olive-trees, terminating in a cliff about 60 ft. high. At the foot of the cliff is a narrow shingle beach.

4¼ **Halmyró** in a small plain turned by large salt springs into a swamp, pop. 70, P. O. The village is almost deserted owing to the exhalations from the swamp. Vessels find anchorage in Halmyró bay during SE. gales. On the hills above to the E. lie the villages of **Káto Sélitsa** and **Áno Sélitsa**, pop. 550, the latter 2,963 ft. above the sea, though only 1½ mile from the coast.

Road becomes a track.

6¾ **Mantineía** on the foot-hills ½ mile to the l., pop. 580.

7½ Track crosses **Sandáva** river.

8¼ Track turns E.

Branch track S. to **Kytriaís**, ½ mile, a small village on a bay sheltered by Cape Kytriaís from the S., but inconveniently deep.

Track ascends with many windings cutting across the peninsula of **Kepháli**, alt. 1,148 ft. It here enters the most northerly district of Maina, called

miles

Zarnáta, the home of the Koumoundouros family. There are many villages, and between them on isolated hills stand the castles and fortresses of the Mainote chiefs.

10 **Doloí** to N. and S. of track, pop. 635.

Track inclines SE.

11 Alt. 1,804 ft. on r. of road. **Kámpos** on the l., alt. 925 ft., pop. 640, P. T. O.; the chief place in the district. On a plateau E. of **Kámpos**, 2,000 ft. high, is the village of **Brínta**, pop. 260; while to the N. high up on the slopes overhanging the gorge of the upper Sandáva river is **Pegádia**, a shepherds' village, $3\frac{1}{2}$ hours from **Kámpos**, alt. 2,904 ft., pop. 600.

Track ascends gradually S. to cross by a pass over limestone hills.

12 Summit of pass, alt. 1,214 ft. Track descends SE. to a small coast plain, well watered by springs and covered with gardens and olive groves.

15 **Liasýnova** up a small valley to the l., pop. 360. Track proceeds SE. across the plain near the coast.

$15\frac{3}{4}$ Track crosses a stream, the largest in this region.

$16\frac{1}{4}$ **Kardamýle** (Skardamoula), pop. 450, P. T. O., C. H.; a small port, where coasting steamers call regularly. There is a spring rising close to the shore. SE. of this port the coast is rugged and barren as far as Port Liméni (see below, mile 36), with the exception of the country near Plátsa (mile 24).

A path goes E. from **Kardamýle** over **Taygetus** to the Eurotas basin. It ascends first to a terrace, alt. 1,300 ft., on which lie three villages close together, **Níkovo**, pop. 200, **Chóra**, pop. 150, and **Exochóri**, pop. 430, $2\frac{1}{2}$ miles from **Kardamýle**. To the N. the **Kardamýle** stream cuts a deep gorge across the terrace. The villages are surrounded by olive groves

miles

and cornfields. Path from here goes steeply NE. up the valley of the stream ; which finally narrows to a gorge. At the outlet of the gorge its walls rise to a great height on either side ; the path leads along the S. side over the bed of the ravine. Path then descends to the dry bed and ascends E. up the narrow valley over very difficult ground for many hours without finding any water. Finally the valley opens out, and the path passes a spring driving a large saw-mill. The higher peaks on either side have a few fir-trees on them, the lower are bare. At the head of the valley is a chapel of **Hágios Demétrios** near an icy spring (5½ hours from the outlet of the gorge). Close by is the crest of the Taÿgetus ridge, alt. 4,977 ft., between **Hágios Elías** on the N., alt. 7,904 ft., and **Aníma** on the S., alt. 5,600 ft. The whole mountain is covered by a forest of pines, formerly called Vasiliké, with several gaps in it caused by fires. The path descends through fir and pine woods, down a valley that leads to Xerókampo, to a plateau-like ridge, alt. 2,818 ft., covered with oak and chestnut-trees ; on it is the monastery of **Góla**, from which the path descends SE. to **Goránoi**, or NE. to **Xerókampo** (see Route 68, mile 18½).

Track proceeds SE. along the rocky coast above the cliffs.

- 17¼ **Proásteion** on the l., pop. 510.
- 21 **Neochóri** (Léfkro) on the l., pop. 630. Up a valley to the E. lies **Kastanéa**, pop. 470.
- 21½ **Pýrgos** (to be distinguished from Pýrgos, below, mile 39½) to the l., pop. 410.
- 22 **Rénglia**, pop. 430. Track descends to a small plain at the mouth of a wide valley, covered with olive-trees and cornfields.
- 22½ Track crosses the stream. **Selinítsa**, a small har-

miles

bour with some warehouses, pop. 220, P. T. O., C. H. Track ascends to a fertile terrace.

24 **Plátsa** on the terrace, alt. 1,150 ft., pop. 900, P. T. O.

A path goes from here NE. up the valley just mentioned to **Meliá**, pop. 460, where the ascent of Taygetus begins. The crest of the ridge is 3,353 ft. high, and on it is a chapel of the Panagiá Giátrissa ('The Healer'). Path descends the E. slopes to **Kastánia** and **Hágios Nikólaos** (see Route 68, mile 8).

Track continues along the terrace, which is about $1\frac{1}{2}$ mile wide and descends gently to the sea. It is throughout fairly fertile.

24 $\frac{3}{4}$ **Nomisté**, pop. 420.

25 $\frac{1}{2}$ **Koutéphari**, pop. 450. Track turns inland ESE.

26 **Svéna**, pop. 150.

27 **Langáda**, pop. 520.

Branch path ascends E. through a narrow gorge to a hollow surrounded by mountains; then over a pass, alt. 3,136 ft., and down through fir forests to a watershed, alt. 2,293 ft. Thence over a ridge to a plateau, alt. 1,800 ft., and down a valley SE. through a wood of valonia oaks to **Pánista**, 6 $\frac{1}{2}$ miles, alt. 830 ft., pop. 860, P. T. O. From here the path goes W. over hilly country where olive and mulberry-trees are grown, to a plain covered with vineyards; then over a ridge through a wood of valonia oaks to the very fertile valley of the **Bardoúnia** river (see Route 70, mile 3). Here two crops in the year are grown, first wheat, then maize; cotton is also produced. From here path continues W. over hilly country covered with cornfields to **Gýtheion** on the gulf of Laconia, about 12 $\frac{1}{2}$ miles.

miles

Track goes SW. down into a valley and then ascends a terrace.

29 **Polyána**, alt. 1,100 ft., pop. 640. Branch track NW. down to the coast at Port **Trachéla**, pop. 240.

Track continues SE. about 1 mile from the coast.

34 **Oítylos** (Výtouló), pop. 1,000, P. T. O.; on the site of an ancient town of the same name. One mile to the E. is **Kelephá**, pop. 330.

Track descends to the E. shore of **Liméni** bay.

36 Port **Liméni**.

36 $\frac{3}{4}$ **Areóúpolis** (Tsímova), alt. 790 ft. (see Route 70, mile 15). Road to Gýtheion (Route 70) branches off W.

Track proceeds S. and enters the Mésa Maína.

37 $\frac{1}{2}$ **Kreliánika**, a small group of houses.

38 $\frac{1}{4}$ Track skirts bay of **Diró**, crossing a valley, which has been cut out of the terrace.

39 $\frac{1}{2}$ **Pýrgos**, alt. 750 ft., pop. 1,040, P. T. O.

Branch path NE. to **Karéa**, 1 mile, pop. 230, whence back to Areóúpolis, 4 miles; another path goes ENE. from Karéa over a saddle to **Kávvalos** and **Cheimárta**, above the Laconian gulf (see Route 71, mile 10).

From here all the way to Kypárisso (mile 53 $\frac{1}{4}$) the mountains, which consist of marble, slope down to a terrace, from 1 to 2 miles wide, descending in height from about 750 ft. to 300 ft. near Kýtta (mile 48). The terrace slopes steeply down to the sea, and the track keeps about 1 mile from the coast. The country is not quite so stony nor so barren as the E. coast (see Route 71). The inhabitants cultivate the soil most diligently, and are a little more prosperous than those of the E. coast. There are many small indentations in the coast-line, forming small harbours once used for piracy and more recently

miles

for smuggling. There are numerous small villages on both sides of the track, generally on the slopes to the l. Mountains on l. rise steeply to nearly 4,000 ft.

42 **Drýalo.**

43 **Kaphióna**, pop. 210.

43 $\frac{3}{4}$ **Kouloúmi**, pop. 160. One half-mile to the r. is **Vambáka**, pop. 300. On the l. a ridge shuts out the sight of the sea, so that the track is going in a kind of valley. Great blocks have fallen from the mountains on the E., and between these blocks soil has collected, which is carefully preserved between stone walls and sown with corn. A few olive and fig-trees are also scattered about.

45 **Ména**, pop. 560. On the r. is **Mézapo** bay, the safest of the small harbours between Areoúpolis and Geroliménas; a small village forms the port (C. H.).

45 $\frac{1}{4}$ Track crosses stream. On the W. is the broad peninsula that ends in Cape **Grósso**, which rises in terraces to a height of 1,000 ft., and then falls in perpendicular cliffs, in which are deep caves. On the top on the W. edge is a terrace 850 ft. high, from which rises an isolated rock, alt. 1,013 ft. On this are the ruins of a mediaeval fortress called **Kástro tes Oriás**.

46 $\frac{1}{2}$ **Gardenítsa**, pop. 150.

47 $\frac{1}{2}$ **Nómia**, pop. 270.

48 **Kýtta**, the principal village of this district, alt. 300 ft., pop. 570, P. T. O. SE. of Kýtta on the lower terrace of the peninsula of Grósso lie the two villages of **Koúnos**, pop. 460, and **Drýs**, alt. 643 ft., pop. 140.

Track goes S. by E., descending gradually to the sea. There is no vegetation here; all around is a marble desert.

50 **Boulariós**, pop. 600.

miles

Branch track SW. to **Geroliménas** on the coast, $1\frac{1}{2}$ mile, pop. 230, P. T. O., C. H. It is a busy, animated port with small tidy houses, and has become the chief trade centre of southern Maina. The harbour is filled with sailing vessels, and coasting steamers call regularly. The chief exports are olive-oil and quails; the chief import is corn. Very large numbers of quails are caught every year on their journey from N. to S., as many as 120,000 being sometimes exported during August.

52 Track continues SE., leaving Geroliménas on the r. **Ályka**, pop. 510. From this point track descends and skirts the coast for a time, dominated by a high wall of rock on the l.

53 $\frac{1}{4}$ **Kypárisso**, a small harbour surrounded by olive and fig-trees and cactus. One mile to the N. up a valley lies **Tsoukaliá**, pop. 440.

54 **Váthia**, pop. 420, lies $\frac{1}{2}$ mile to the E. on a hill, alt. 700 ft., dominating the track.

55 **Kainouria Chóra** $\frac{1}{2}$ mile to the E., pop. 110.

55 $\frac{1}{2}$ Port **Pálero** (Marinári) opposite Pórto Kálio (see Route 71, mile 27 $\frac{1}{2}$).

Route joins path from Gýtheion to Cape Matapan (Route 71) on the isthmus between the two bays, and goes by it to Cape Matapan.

59 **Cape Matapan.**

ROUTE 76

KALAMÁTA—NESÍ—PETALÍDI—KORÓNE, 26 $\frac{1}{2}$ miles

Carriage-road, but its condition is uncertain. No details of bridges over streams are available. The route goes along the N. and W. coasts of the Messenian gulf. As far as Petalídi (mile 14 $\frac{1}{2}$) the country is generally flat, well watered,

and fertile, the streams being perennial ; the plain is backed by low hills on the N. and W. SW. of Petalídi rises the isolated mountain Lykódemo (Mathías), alt. 3,140 ft., which dominates the whole peninsula. Its eastern slopes fall in several terraces to the coast S. of Petalídi, intersected by deep valleys. Where these run down to the sea there are small sandy bays ; between these the mountains fall to the sea in high inaccessible cliffs. Farther S., as far as Koróne, the mountains recede about $1\frac{1}{2}$ mile from the shore, leaving a fertile plain and a low sandy shore. W. of Koróne rises a mountain wall which runs S. from Mt. Hágios Demétrios, alt. 1,693 ft., and falls abruptly to the sea at Cape Gállo, the southern extremity of the peninsula. In the plains fruit-trees are largely grown, as well as corn and maize. The E. slopes of Mt. Lykódemo are covered with shrubs and bushes, the southern are barren and desolate. The SE. slopes of Mt. Hágios Demétrios, S. of Koróne, are covered by one immense olive grove. The whole of the W. coast of the gulf suffered severely from the earthquake of 1886.

The ports of Petalídi and Koróne form fairly safe harbours. Coasting steamers also call regularly at the port of Longá (mile $20\frac{1}{2}$). It was at Koróne and Methóne (see Route 79) that Ibrahim Pasha in 1825 landed his Egyptian troops to quell the insurrection in the Peloponnese.

miles

- | | |
|----------------|---|
| 0 | Kalamáta. From here across the S. end of the Messenian plain to mile $5\frac{3}{4}$ as by Route 73. |
| $5\frac{3}{4}$ | Nesí (Messéne). Road turns SW. over the sandy plateau, on the edge of which is Nesí, passing through extensive olive groves. |
| $7\frac{1}{4}$ | Road crosses a small stream. |
| 9 | Tsitsóri on the l., pop. 480. |
| $9\frac{1}{4}$ | Road crosses a broad valley, and a stream by a bridge near some chánia. The stream flows from the hills W. of Ithome (see Route 73, mile $13\frac{1}{2}$). The sides of the valley are nearly 200 ft. high, and the plateau falls steeply to the sea. The road now reaches |

miles

the plain and crosses several streams, which are always full of water and often overflow their banks.

10½ Road crosses a stream. Road to Pýlos (Route 77) branches off W.

11½ Road crosses **Velíka** stream.

12¼ Road crosses the **Karyás**, the most dangerous of these streams. Road passes between low hills, alt. 350 ft., on the r. and the shore immediately on the l. It enters the extremely fertile alluvial plain of Petalídi. This is one dense grove of fruit-trees, through which run high hedges of cactus. The figs of Petalídi are the best in Greece; oranges and lemons also are grown.

13 Road crosses **Tzánes** stream.

14½ **Petalídi**, pop. 1,660, P. T. O., C. H.; near the site of the ancient Corone, some remains of which lie S. of the town. Petalídi lies on the shore of a small shallow bay open to the NE. and formed by a low point E. of the town; projecting from this point are the remains of an ancient mole, which, together with some rocks, reach nearly 400 yds. from the shore. The bay is sheltered from all winds except those from the SE., which seldom blow home. Coasting vessels anchor in shallow water protected by the mole; larger vessels anchor N. of the point, about ½ mile from the shore. The small town is well built with straight streets, and carries on a lively trade. Its inhabitants are Mainotes of the clan of Mavromicháles (see Route 70, mile 15).

W. of Petalídi are the N. slopes of Mt. **Lykódemo**, rising in terraces, the lower of which are covered with corn, the upper with bushes only, except in the small valleys round the few villages, where corn and fruit-trees are seen. The streams flowing N. to join the Tzánes are full of water all the year round and run several mills.

miles

Road proceeds S. along the coast, Mt. Lykódemo to the r. At first the slopes descend in cliffs to the sea.

16 $\frac{1}{4}$ **Chaikáli**, pop. 300, lies 1 $\frac{1}{2}$ mile to W. on the slopes of Lykódemo.

18 $\frac{1}{2}$ Hills on the r. recede about 1 $\frac{1}{2}$ mile from the coast, and the road now goes over low hilly country covered with olive and orange groves, vineyards, corn and maize-fields.

20 $\frac{1}{2}$ **Longá** 1 mile to W. of the road, at the foot of the mountains, pop. 1,560, P. T. O. The road passes **Hágios Andréas**, which serves as the port of Longá.

22 Road crosses a stream.

22 $\frac{1}{2}$ **Kastéllia** on the coast, l. of the road, pop. 200 ; on the r. of the road is **Vounária**, pop. 500, P. O. These villages are situated in the middle of a large olive wood, and olives are the only product. There is a primitive soap-factory, for which the olive-oil produced is used. Pots and jugs are also made. The villages suffer from lack of water, as the nearest spring is some distance away.

Path from Pýlos (Route 78) comes in from the W.

Road proceeds, following the coast, which between Kastéllia and Koróne bends round E. and has the general shape of a flat crescent, with a series of tiny bays ; at the meeting-point of every two such bays a promontory juts out into the sea from 100 to 150 ft. high. The highest cliffs are those nearest Kastéllia.

24 $\frac{1}{2}$ **Charakópi** 1 mile to the W., on the slopes of Mt. **Hágios Demétrios** (see Route 79, mile 20).

26 $\frac{1}{2}$ **Koróne**, pop. 3,000, P. T. O., C. H. East of the town the land ends in a cape, called Livadiá, about $\frac{3}{4}$ mile long, which dominates the coast on both sides ; the cliffs rise perpendicularly from the sea. On it stands the mediaeval fortress of Coron (on the site of

miles

the ancient Asine). This was an important position in Frankish and Turkish times ; its embattled walls, massive round towers, and subterranean passages, now in ruins, are visible in every direction. In the shelter of this headland lies the harbour of Koróne, protected also by a small mole about 200 yds. long, projecting NNE. from the town. Within the harbour small craft can anchor ; the anchorage for large vessels is from 4 to 8 cables off-shore and is especially useful during a southerly or south-westerly gale. During north-easterly winds there is also an anchorage in the sandy bay S. of the headland.

Koróne and Methóne (see Route 79), founded by the Franks and conquered subsequently by the Turks, have been the base for many expeditions for the subjugation of the interior. The last occasion was when Ibrahim Pasha seized them in 1825 and landed his army there. They were surrendered to the French General Maison after the battle of Navarino. There are many fine old houses in Koróne, but it is not now so prosperous as in former times, Kalamáta having taken nearly all its trade. It was badly damaged by the earthquake of 1886. Its trade consists principally of olives, oil, fruit, and wine.

SW. of Koróne are extensive olive groves growing on the lower slopes of Mt. Hágios Demétrios, with a few vineyards, currant-plantations, and cornfields in the valleys. The only villages of importance are **Saratzás**, pop. 730, 4 miles W. of Koróne, and **Vasilítsi**, pop. 570, $3\frac{1}{2}$ miles to the SW. There are some manganese mines not far from Saratzás.

ROUTE 77

KALAMÁTA—NESÍ—PÝLOS, 26½ miles

From Kalamáta to Nesí by the carriage-road as in Route 73. Thence for a short distance by the road to Koróne (Route 76). From the Koróne road there is a road crossing the peninsula to Pýlos, but no details of its condition or of bridges over the streams are available. The road goes over a broad saddle between Mt. Lykódemo on the S., alt. 3,140 ft. (see Route 76), and Mt. Maklavá on the N., alt. about 2,350 ft. The saddle is intersected on the E. by a deep valley with several tributaries, flowing E. to the gulf of Messenia, and on the W. by a stream flowing down to the bay of Navaríno; the ridge between them over which the road goes is some 1,300 ft. high. After leaving the Koróne road the country is poor; evergreen bushes grow luxuriantly on the slopes and in the valleys, but only a few cornfields and vineyards are seen; the villages are few and small. On the southern slopes of Maklavá is an oak forest.

Pýlos is an excellent harbour, but of no great commercial importance owing to the poverty of the interior.

miles	
-------	--

0	Kalamáta. Hence to mile 5¾ as in Route 73.
5¾	Nesí (Messéne).

A branch path, the old mule-track to Pýlos, leaves here W. across the low plateau as follows:

miles	
-------	--

0	Nesí.
2¾	Mádaina , pop. 380. One half-mile to the N. is Lykótrapho , pop. 500. Path crosses a stream and goes over a ridge to a wide valley.
4	Avramió , pop. 620, P. T. O. Path enters a district of deep valleys winding amongst

miles	miles	
		hills, crosses the ridge between the Velíka and Karyás streams (see below, and Route 76, miles $11\frac{1}{2}$ and $12\frac{1}{4}$), and descends to the narrow cultivated valley of the latter stream. It then rises to a terrace, alt. 1,450 ft., thickly covered with bushes.
	$10\frac{1}{2}$	On the terrace are Arnaoutalí , pop. 260, and Chatzí , pop. 750, P. T. O. From here a track goes NE. to Aristoménes and Androussa (see Route 73, under mile 10), and SW. to join the main road to Pýlos $\frac{1}{2}$ mile farther on (see below, mile 17).
		Road proceeds as far as mile $10\frac{1}{2}$ by the Koróne road (Route 76, miles $5\frac{3}{4}$ – $10\frac{1}{2}$).
$10\frac{1}{2}$		Road crosses a stream and proceeds W. The Koróne road branches off SW.
$11\frac{1}{2}$		Road crosses Velíka stream ; there is a bridge here, but probably a foot-bridge only.
$12\frac{1}{4}$		Road crosses Karyás stream. At Karakaséli to l. of route, pop. 270, in a ravine beside a mill, there is a good cháni with a fine orchard. Road proceeds W., gradually ascending the hills on the l. bank of the Tzánes stream.
$14\frac{1}{4}$		Míska on the r., pop. 380. Road ascends the ridge connecting Mt. Maklavá on the N. with Mt. Lykódemo on the S.
$15\frac{3}{4}$		Alt. 1,100 ft. Groustesi to S. of road, pop. 530. Oak woods on the r. up the slopes of Maklavá .
17		Branch road goes N. to Arnaoutalí and Chatzí , $1\frac{1}{2}$ mile, and thence to Stréphi , $4\frac{1}{2}$ miles, pop. 520, P. T. O., and Androussa (see above, under mile $5\frac{3}{4}$, and Route 73, under mile 10). Road crosses a valley and bends slightly S. It goes up the N. bank of a stream flowing E. to join the Tzánes , in an alluvial plain.

miles

- 18 **Velí** on the S. side of the valley, pop. 260.
- 19½ Summit of ridge, alt. 1,420 ft., running N. and S. and separating the streams flowing to the Messenian gulf from those flowing W. towards Pýlos. On the l. is Mt. **Hágios Elías**, alt. 2,296 ft., NW. of Lykódemo. Road descends to the valley of the **Giálova** stream falling to the W.
- 21¼ Cháni of **Koumbé**. Branch track N. to **Ligoudista**, 7 miles, and **Gargaliánoi** (see Route 80, under mile 7¼). The aqueduct that carries water to Pýlos begins here. The valley is open and undulating, but is not very productive. There are a few cornfields, vineyards, and currant-plantations between the bushes and scrub.
- 21½ **Chandrinouí** on the r., pop. 590. Road turns SW. and crosses the Giálova.
- 23½ **Pýla**, pop. 260. Road goes S., and is now running above **Navaríno** bay. It descends to cross the **Xeriás** stream, and turns SW. descending towards the bay.
- 25½ Road reaches the shore and joins the road from Kyparissía (Route 80), which skirts the shore in a southerly direction.
- 26½ **Pýlos** (Navaríno, generally called Neókastro locally), 7¼ hrs. from Nesí for a traveller with pack-animals; pop. 2,100, P. T. O., C. H., gendarmerie. A clean little town finely situated on the SE. corner of the bay of Navaríno. This bay is some 3 miles long by 2½ miles wide; the mainland forms a bow, the chord of which is the long rocky island of **Sphacteria** (now called Sphagiá), which completely protects the bay on the W. At the N. and S. end of the island there are entrances into the bay, but the northern is blocked with sunken ships, and only the southern entrance, rather more than ½ mile wide, is used. The harbour thus formed is the largest and safest in the Peloponnese. Just W. of the town a promontory juts out

miles

into the sea, and on it is the mediaeval fortress (Néo Navaríno or Neókastro). At the other end of the bay, at the extreme NW. corner, opposite the N. point of Sphacteria, are the ruins of the old city of Pylos (Palió Navaríno). In the War of Independence in 1825, after a fierce struggle, the island was captured by the Egyptian forces under Ibrahim ; but his rule in the Peloponnese was ended by the victory over the Egyptian fleet in the bay of Navaríno, gained by the English, French, and Russian fleets in 1827. South of the town is Mt. **Hágios Nikólaos**, alt. 1,581 ft., which dominates the whole district.

The commerce of the place is small. There are a few warehouses and a Custom House at **Gíalova** at the N. end of the bay, used for the export of currants of the Ligoudísta region (see Route 80). The country E. of Pýlos is rocky and extremely barren, growing only scrub, except in a few small valleys where soil has collected.

The island of Sphacteria is rocky and barren, with a few wild olives only in the valleys. A hermitage and some vegetable gardens on the NE. coast are the only signs of human habitation.

ROUTE 78

PÝLOS—KORÓNE, 18 $\frac{3}{4}$ miles

An easy mule-path connecting the ports on the western and eastern coasts of the Messenian peninsula. It goes over the saddle that connects Mt. Lykódemo on the N. with Mt. Hágios Demétrios on the S. (see Routes 76 and 77). The gradients are easy and the path does not go much over 900 ft. ; the country, however, is rocky and barren. The villages are few and poor ; some cornfields and olive-trees are seen near them, and there are evergreen shrubs in the valleys.

In general, however, the mountain-sides and the ridge are either bare or have low scrub only, affording pasturage for goats. Not till the route approaches the plain of Kastéllia (mile $11\frac{3}{4}$) on the eastern coast is there any great fertility.

miles

0 **Pýlos.** Route leaves S. by the carriage-road to Methóne (Route 79).

$1\frac{1}{2}$ Path turns SE., ascending barren and rocky hills. Methóne road continues S.

3 Path climbs to 920 ft. and turns E. **Mesochóri** on l. of path, alt. about 1,000 ft., pop. 370. Two miles NNE. is **Kynigouí**, pop. 720.

6 Path crosses **Daoúti** stream flowing S. to Methóne in a fertile valley, alt. 300 ft. Daoúti village, pop. 150, is on l. of path; **Memerízi**, pop. 570, 1 mile to the N.

Path crosses a ridge and reaches the **Lachanáda** stream flowing S.; it follows this valley E. to its head and crosses the watershed, alt. 676 ft., between it and the streams flowing E. to the Messenian gulf.

$9\frac{1}{2}$ **Melítsa** N. of the path on the watershed, alt. 955 ft., pop. 250. N. of this rise the S. slopes of Mt. **Lykódemo**, extremely barren and desolate.

Path begins to descend eastern slope of watershed following the valley of the stream, and keeping to its N. bank. On a barren plateau S. of the stream are the villages of **Zizáni**, alt. 790 ft., pop. 140, and **Mistráki**, pop. 130. A few cornfields and olive-trees are near these villages, otherwise there is nothing but low scrub.

$11\frac{3}{4}$ **Kleisoúra** $\frac{1}{4}$ mile N. of road, pop. 120, and **Romoustaphá** 2 miles N. of the road, pop. 240.

Path descends to the fertile plateau on the E. The vegetation entirely changes; cornfields, currant-vineyards, and orange groves abound, and the olive-trees grow to a much greater height than on the rocky ground to the W.

miles	
13½	Path crosses the stream by a bridge and proceeds E. along its S. bank.
13¾	Branch track S. to Charakópi , 2½ miles (see Route 79, mile 20).
14¾	Kastéllia . From here along the coast to Koróne as by Route 76, miles 22½–26½.
18¾	Koróne .

ROUTE 79

PÝLOS—METHÓNE—KORÓNE, 22½ miles

Carriage-road to Methóne, but its condition is uncertain. Easy bridle-path from Methóne to Koróne. The road ascends the rocky hills S. of Pýlos, and then descends to the plain of Methóne, which is nearly a mile wide and of the greatest fertility. From Methóne the path crosses the plain and a low plateau in an eastward direction, and then ascends the western and northern slopes of Mt. Hágios Demétrios (summit 1,693 ft. high), which are bare of vegetation except scrub and asphodels. The sea-coast W. of the mountain is generally rocky as far as Cape Gállo, except where the streams have cut a way through and make small alluvial plains at their mouths. These are planted with corn, currants, and olive-trees.

Methóne, the Venetian Modon, was once a place of considerable importance, and the Venetians had there a strong fortress, of which there are considerable remains. It has now dwindled in size, and carries on very little trade, being even less important than Koróne, whose fortunes it has in general shared since the Middle Ages (see Route 76). With Koróne it was the chief landing-place for the Egyptian army of Ibrahim Pasha in 1825.

miles	
0	Pýlos . Road leads S. with slight eastward trend, ascending rapidly by a ravine, leaving on the l. the aqueduct and on the r. the citadel of Pýlos.

miles

- 1½ Path to Koróne (Route 78) branches off SE.
- 2 Alt. 350 ft. Road goes S. between Mt. **Hágios Nikólaos**, alt. 1,581 ft., on W., and immediately on E. a hill of 700 ft.
- 2½ Road begins to descend, down a narrow valley sown with corn.
- 3¼ **Kainourío Chorió** on the r. of the road, pop. 210. Valley widens.
- 4½ Road enters the plain of **Methóne**, into the NE. end of which flows the stream of **Daoúti** (see Route 78, mile 6), making an alluvial plain, which is very fertile. Vineyards, currant-fields, and olive groves abound. The plain is separated from the sea by a high gravel bank, behind which the rain-water collects in winter and forms a swamp.
- Road proceeds S. through the plain.
- 7 **Methóne** (Modon), pop. 1,670, P. T. O., C. H. West of the town there is a rocky eminence projecting southwards into the sea, protecting the harbour on the W. On it is the Venetian fortress, now in ruins. The harbour, formed by a mole running parallel with the fortress, is silted up. The anchorage is in the middle of the bay, and is exposed to the SE. Coasting steamers call regularly.
- Route is now a path and goes E. across the plain, and then ascends a low plateau about 350 ft. high.
- 8½ Old redoubt of Ibrahim Pasha on l. of road.
- 9½ **Agatziki** $\frac{3}{4}$ mile to the S., pop. 240.
- 11½ **Grivitsá**, alt. 568 ft., pop. 470, lies 1 mile to the N. and dominates the plateau.
- 13½ Path crosses **Lachanáda** stream by bridge (see Route 78, mile 6).
- 14 **Lachanáda** village, pop. 360. To the S. down the valley, in which myrtles and laurels abound, runs a track to **Tavérna** on the coast, 1 mile, pop. 170; a small port used by fishing vessels.

miles	Path continues SE. and ascends the N. slopes of Mt. Hágios Demétrios .
15½	Grízi village S. of path, pop. 220. Path now runs in general easterly direction, with a slight northward bend to get round Mt. Hágios Demétrios.
17	Tsáizi on l. of path, pop. 210. $\frac{3}{4}$ mile to the NW. is Kapláni , pop. 380. Path crosses the watershed about 630 ft. high and begins to descend.
19	Chomateró down a valley to the N., pop. 160.
20	Charakópi , pop. 1,120, P. O. Branch track from Pýlos—Koróne path comes in from N. (see Route 78, mile 13¾). From here path runs SE. over the hills that overlook the coast, parallel with Route 76, passing many small hamlets.
22½	Koróne (see Route 76).

ROUTE 80

PÝLOS—GARGALIÁNOI—PHILIATRÁ—KYPARISSÍA,
28½ miles

Coast road. It is broad and in fair condition; post-diligences ply daily between Pýlos and Kyparissía. Beyond Philiatrâ (mile 19¼) it is said to be a good carriage-road. It runs over level, cultivated ground the whole way, and has only small streams to cross. The plain is backed on the E. by hills, rising farther inland to rugged mountains. These mountains rise to 4,000 ft. at their highest. From the cháni of Romanoú (mile 7¼) a branch carriage-road goes NE. into the hill country to Ligoudísta, and from there returns to the coast plain at Gargaliánoi.

Along the shore of Navaríno bay the ground is marshy and occasionally impassable in winter. Except for this

stretch, the plain and the lower hills are well cultivated, principally with currant vines and olive-trees. The upper slopes afford pasturage for sheep and goats. The district is well watered and fairly thickly populated. The chief product is currants; these are exported from the ports of Giálova on Navaríno bay (mile $3\frac{1}{4}$), Máraithos (the port of Gargaliánoi: see under miles $7\frac{1}{4}$ and 13), Hágia Kyriaké (the port of Philiatrâ: see mile $17\frac{1}{2}$), Agríli (mile $20\frac{3}{4}$), and Kyparissía. All the ports are connected with the towns behind them and with the main road by branch roads. The anchorages are exposed to winter gales. At Kyparissía the railway to Patras, Kalamáta, and Tripolitsá begins.

The shore between Pýlos and Kyparissía is rocky, interspersed with a few small sandy beaches at the outlets of the mountain streams.

The whole of the district by the coast and as far as the lower hills inland suffered severely from the earthquake of 1886.

miles

- | | |
|----------------|---|
| 0 | Pýlos. Road goes N. along the shore of the bay. |
| 1 | Road to Kalamáta branches NE. up the hills on the r. (see Route 77, mile $25\frac{1}{2}$).
Road bends round NNW., close to the coast. The ground is very marshy here in winter. |
| $3\frac{1}{4}$ | Giálova. Here are a cháni, some large warehouses, and a Custom House, near the mouth of the Giálova stream (see Route 77, mile $19\frac{1}{2}$). The currants produced in the Ligoudísta region (see below, under mile $7\frac{1}{4}$) are mostly exported from here. On the r. are the low hills, generally barren, over which the road to Kalamáta goes.
Road goes N., leaving Navaríno bay and having on the l. a large salt lagoon, separated by a neck of sand from the bay of Voïdokoiliá just N. of Palió Navaríno, the harbour of ancient Pylos (see Route 77). Road then turns W. round the lagoon and then N., crossing the Romanou stream, through an |

miles

alluvial plain, covered with currant vines and olive-trees.

6 **Petrochóri** on the l. near the coast, pop. 160.

7 $\frac{1}{4}$ Cháni of **Romanóu** near an old foot-bridge over a stream.

Branch road goes NE. up the l. bank of this stream as follows :

miles

0 Cháni of **Romanóu**.

$\frac{3}{4}$ **Osmánaga**, pop. 530, P. T. O.

1 **Pisáski**, pop. 170. Road ascends NE. to a plateau which rises gradually in the same direction, intersected by deep valleys, all converging to form the stream at Romanóu (see above). It soon reaches a wood of huge old olive-trees.

5 $\frac{1}{2}$ **Ligoudísta** in the midst of the wood, alt. 899 ft., pop. 2,900, P. T. O.; one of the centres of the currant industry. About 1 mile E. of the village the steep slope of the mountain rises to 2,500 ft. About 1,050 ft. up rises a large *kephalári* (spring) coming from the mountain-side. There are six *kephalária* between here and Kyparissía, and they help greatly towards the irrigation of the currant-fields and the supply of water to the villages.

A branch track goes S. from Ligoudísta to join the Kalamáta-Pýlos road (see Route 77, mile 21 $\frac{1}{4}$).

Another path goes slightly W. of N. over the hills just below the main range, direct to Kyparissía, about 15 miles, via **Mouzáki**, pop. 410, and **Christianóu**, pop. 330, the

miles	miles	
		former seat of a very early bishopric, and one of the first places in the Peloponnese where Christianity was established.
		Road goes W. crossing a deep valley.
	7	Agoréliza , pop. 480. Road turns N. The plateau is here covered with currant-plantations.
	8 $\frac{1}{4}$	Pýrgos , pop. 800, P. T. O. Branch path hence N. to Christianoú (see above).
		Road turns W.
	9 $\frac{3}{4}$	Phlóka on a level, cultivated plateau, pop. 280. Road descends to a wide depression, and then ascends a long ridge, which runs NW. and rises to over 1,100 ft. The ridge is nearly a mile wide. In the middle is a furrow.
	11 $\frac{1}{2}$	Gargaliánoi in the furrow, alt. 1,000 ft., pop. 6,060, P. T. O. The town is prosperous owing to the currant industry. To the W. the ridge falls steeply to the coast plain. The road descends with many curves.
	13 $\frac{1}{2}$	Road rejoins main road (see below, mile 13). The road crosses this and reaches the coast at Máraithos .
	15	Máraithos (Marathóupolis), pop. 500, P. T. O., C. H.; the port of Gargaliánoi, where coasting steamers call. It has an export trade in currants. The harbour is protected by Próte island, which lies about 1,000 yds. from the mainland, and is rocky and covered with bushes and a few trees.

Main road proceeds NNW. from the cháni of Romanoú, crossing the stream near the old foot-bridge. It goes straight through the plain at the foot of the ridge above mentioned and about 1 $\frac{1}{2}$ mile from the

miles

coast. The plain is well cultivated. Road crosses two streams.

- 13 Road crosses the branch road from Márathos ($1\frac{1}{2}$ mile to the l.) to Gargaliánoi (2 miles to the r. on the ridge above the road : see above).

Road proceeds N. along the foot of the ridge. The range of mountains on the r. of the road, called **Hágia** on the S. (alt. 3,498 ft.) and **Hágia Varvára** on the N. (alt. 4,002 ft.), though of only moderate height, is yet imposing from its uniformity. In its whole length from Ligoudísta to Kyparissía, about 16 miles, no cross-valley intersects it, and there is only one saddle, above the village of Christianoú. All the streams come from *kephalária* at the foot of the range, and run W. to the coast. The whole W. side of the mountains is covered with thick bushes.

- 15 $\frac{1}{2}$ Road crosses **Longobárdos** river, probably by ford. Two miles to the E. on the hills on the r. bank of the river is **Válta**, pop. 320.

Road approaches nearer the sea.

- 17 $\frac{1}{4}$ Branch road SE. to Válta, $2\frac{3}{4}$ miles.

Road crosses **Hágia Kyriaké** river.

- 17 $\frac{1}{2}$ Branch road W. to **Hágia Kyriaké**, $\frac{3}{4}$ mile, the port of Philiatrá, with warehouses for the storage of currants and a Custom House (Kyparissía, however, is the port most used for the produce of Philiatrá); thence N. by E. to Philiatrá $1\frac{3}{4}$ mile.

Road continues N. The plain is here at some height above the sea.

- 19 $\frac{1}{4}$ **Philiatrá**, alt. 220 ft., pop. 7,140, P. T. O., gendarmerie; picturesquely situated among vineyards, olive and cypress-trees. Each house stands singly, generally enclosed in a garden; the town is consequently very scattered. It suffered severely from the earthquake of 1886, but was rebuilt in 1888 and is one of the most prosperous in the Peloponnese.

miles

There are many private roads on either side of the main road, leading to the currant-plantations.

Road proceeds NNE., about $\frac{3}{4}$ mile from the coast, through olive groves.

20 $\frac{3}{4}$ Road crosses a stream. The stream runs in a wide valley, the sides of which are some 160 ft. high. The height of the plain gradually decreases as one approaches Kyparissía.

Branch road N. to **Agríli**, 1 $\frac{3}{4}$ mile, a small port for the export of currants, where steamers call in summer and autumn.

22 $\frac{1}{4}$ Road crosses another stream. Agríli is at its mouth, to the W. Three-quarters of a mile to the E. on the N. bank of a tributary stream is **Pharakláda**, pop. 470.

Road bends NE., approaching close to the coast, and crosses several small streams.

23 $\frac{3}{4}$ **Armenoi** 2 miles to the E. on the hills, pop. 490.

Here the currant-plantations end, and the road goes through a large olive grove extending as far as Kyparissía; the olive-trees thrive greatly on the light sandy soil.

27 $\frac{1}{2}$ **Skála Kyparissías**, pop. 800, P. T. O., C. H. Steamers call regularly. During the summer months cargo vessels anchor off the port and load with currants and grain. The cliffs here are about 30 ft. high. A small inlet to the northward, with a mole projecting from its western point, affords shelter for small craft. Near the mole lie the railway station, the post office, and an inn.

Road turns SE. inland to Kyparissía.

28 $\frac{1}{2}$ **Kyparissía** (Arkadiá), pop. 5,930, P. T. O., gendarmerie. Where the long, unbroken chain of mountains E. of the road (see above, mile 13) approaches the receding coast-line, that is, at its NW. corner, a rocky peak, alt. about 500 ft., rises from the slope.

miles

On this is the Frankish fortress of Arkadiá. S. of this is a small indentation in the range, and in this lie the houses of Kyparissía, one above the other on the steep slope; the lower houses extend to the foot of the mountains. It was proposed some time ago, after the earthquake in 1886, to remove the whole town to the Skála, which is far more healthy than the damp, shady mountain-side.

Since the War of Independence the town has lost much of its former importance, and has been overtaken by Philiatrá, which has more fertile surroundings.

Immediately SE. of the town rises Mt. **Psychró**, alt. 3,658 ft., the northernmost height of the range. The mountains are bare, except that just above the town are many ilex-trees. North of this range, and between it and the mountains of Andrítsaina, there is a broad dip, through which there is easy communication with Megalópolis and Kalamáta (see Route 81).

The mediaeval and still popular name of the town, Arkadiá, is the old name of the central district of Greece transferred here during the migrations of the early Middle Ages. A town of Kyparissía existed here in classical times, and its name has been officially revived.

ROUTE 81

KYPARISSÍA—MEGALÓPOLIS

Two routes lead inland from Kyparissía over the broad gap between the mountains W. and S. of Kyparissía, and the Andrítsaina range to the N. The watershed between the streams flowing W. to the Ionian Sea and those flowing E. to join the Pirnátsa (see Route 73) is only 690 ft. above sea-

level. Route A, the easier and more frequented of the two, crosses the watershed near the centre. The hills W. of the watershed are covered mostly with thick bushes; to the E. the land is well cultivated. Hardly any one lives along the route; all the land belongs to the villages situated on the hills to N. or S. Route B is little used except for local traffic, but it passes near several large and prosperous villages on the northern hills.

A. *Via KÓKLA AND MELIGALÁ*, 34½ miles

A rough road and track. The railway from Kyparissía to Kalamáta or Tripolitsá runs close to the track the whole way. At Tsaoúsi (mile 21¼) the route joins the carriage-road from Kalamáta to Megalópolis (Route 72 A).

miles

0 **Kyparissía.** Road goes NE. through olive groves that extend from the town along the coast plain to the Kyparissía river. Road to Pýrgos (Route 83) is on l. Several smaller streams are crossed.

4 Road crosses **Kyparissía** river by a narrow stone bridge and proceeds E. up its r. bank. Route B branches off NE. The hills are intersected by many deep valleys, and are covered with dense bushes. Railway is close on l. of road.

10½ Watershed, alt. 690 ft. Road becomes a track.

Branch path S. to **Aëtós**, 1¾ mile, alt. 1,243 ft., pop. 1,420, P. O.; situated on the N. slopes of Mt. **Séssa**, alt. 3,730 ft. There are cornfields and olive groves near the village, and a large spring just to the W. Except for the summit of Séssa, which is covered with old ilex-trees, the mountains around are barren. 1¼ mile SSW. of Aëtós, about half-way up the slopes of Séssa, is **Varybópi**, alt. 1,887 ft., pop. 950, near which are some medicinal springs. W. of Varybópi is another mountain village, **Sarakináda**, pop. 680.

A path goes ESE. from Aëtós past **Vidísova**, pop.

miles

670, and **Bondiá**, pop. 360, and then SSE. past oak-covered hills on the r. to **Zerbisia**, pop. 250, and **Mavrommáti** on Mt. Ithome (see Route 73, mile $13\frac{1}{2}$), about $7\frac{1}{2}$ miles from Aëtós.

Track descends gradually, going E. over cultivated ground.

12 $\frac{1}{4}$ **Cháni of Kókla**. Near by several streams unite to form the **Mavrozoúmeno**, one of the largest affluents of the **Pirnátsa** (see Route 73, mile $19\frac{1}{2}$), and there is a large spring. The valley gets narrower; the hills on either side are covered only with scrub.

Track bends round SE., still keeping to the valley on the l. bank of the stream.

13 $\frac{1}{2}$ Branch track E. to **Konstantína** on the hills just above the W. edge of the upper Messenian plain, $2\frac{1}{2}$ miles, alt. about 600 ft., pop. 1,230; thence NE. down into the plain to **Diavolítsi**, 5 miles (see below, Route B, mile $18\frac{1}{2}$).

15 **Boúga** $1\frac{1}{4}$ mile NE. of the track, pop. 600.

18 **Mavrozoúmeno** bridge over the junction of the **Mavrozoúmeno** and the **Pirnátsa** (see Route 73, mile $19\frac{1}{2}$). Hence by Route 73 to **Meligalá**.

19 **Meligalá**. Track becomes a road and goes NE. (Route 72 A, mile $16\frac{1}{4}$, branch road).

21 $\frac{1}{4}$ **Tsaóusi**. Hence by carriage-road to **Megalópolis** as by Route 72 A, miles $16\frac{1}{4}$ – $29\frac{1}{4}$.

34 $\frac{1}{4}$ **Megalópolis**.

B. *Via KLESOURA AND DIAVOLÍTSI*, 36 miles

Bridle-path, going along the foot of the mountains N. of Route A.

miles

0 **Kyparissía**. Route A is followed as far as mile 4.

4 Crossing of the **Kyparissía** river. Route A proceeds E. up the valley.

miles

Path to Andrítsaina (Route 82) branches off NNE.

Path goes NE. up a tributary valley on to hills covered with thick bushes, and then turns E.

7½ **Mourtátou**, alt. 1,120 ft., pop. 370.

Branch paths :

(1) N. to **Siderókastro**, 2 miles, alt. 1,450 ft. (see Route 82, mile 8) ; situated near a saddle over which a path goes N. to the valley of a tributary of the Bouzi river (see Route 83, mile 9¾).

(2) NNE. up a valley to **Rípesi**, 1¾ mile, pop. 570. The head of the valley is separated by a very narrow ridge, only a few metres high, from the valley behind Siderókastro (see above).

10 Path proceeds E. Hills to the N. rise to 2,700 ft.
Branch path NNE. up a small valley to **Pitsiá**, 1¼ mile, alt. 1,500 ft., pop. 310, and **Lápi**, 2½ miles, alt. 1,800 ft., pop. 640.

13 Path crosses the upper valley of the **Mávrozoúmeno** here flowing S. (see Route A, mile 12¼). The valley is about 1 mile wide and stretches N. between limestone ridges to the foot-hills of Mt. **Hágios Elías**, which is 3,625 ft. high. Near the head of the valley above the r. bank is the village of **Vláka**, pop. 380, about 2½ miles from the main path, where olive-trees, cactus, and currant vines are grown. High up to the W. on a bare mountain terrace, surrounded by a few trees, lies **Soulimá**, pop. 1,750, P. T. O. Farther N., just E. of the summit of **Hágios Elías**, is **Kouvéla**, pop. 500.

A branch path goes N. over the range W. of Mt. **Hágios Elías** to **Pávlitsa** (see Route 82, mile 16).

miles

About 2 miles NE. of the path and on the l. side of this broad valley is **Psári** on the foot of a limestone ridge which stretches S. as far as the **Mavrozoúmeno**, pop. 1,700, P. O.

Path continues E.

13½ **Klesóura**, alt. about 1,300 ft., pop. 510, P. O.

14¾ **Gliáta**, pop. 560. Path descends rapidly to the upper Messenian plain and then crosses it E.

18½ **Diavolítsi** (see Route 73, mile 25¾).

N. of Diavolítsi is Mt. **Tetrági**, alt. 4,557 ft., one of the highest peaks of the **Andrítsaina** mountains, with ilex-trees on its slopes. About half-way to the summit and 3½ miles from Diavolítsi is the large village of **Garántsa**, alt. 2,000 ft., pop. 1,730.

Path proceeds by Route 73, miles 25¾–27½, as far as **Dousýla**.

20¼ **Dousýla**. Here path forks, and either continues E. by the main road over the **Makriplági** pass to **Megalópolis** as by Route 73, or turns N. up the valley of one of the principal affluents of the **Pirnátsa**. Route follows latter branch. The stream is here the boundary between the provinces of **Messenia** and **Arcadia**.

25¼ Path turns NNE. up a tributary valley. The main stream takes its rise near the summit of Mt. **Tetrági** to the NW. Path ascends rapidly.

27½ **Ísari** near the head of the valley, alt. 2,600 ft., pop. 1,630, P. T. O.

Path turns E., crosses the ridge, and descends to a plateau covered thinly with oaks, like the mountains around. The lower slopes are cultivated.

Path descends rapidly to the plain of **Megalópolis**, general direction E.

32 **Chorémi**, pop. 580, in the valley of the **Xerillos** (see Route 72 A, mile 26½).

Path goes SE.

miles	
33 $\frac{1}{4}$	Path joins main Kalamáta road at bridge over the Xerillos, and turns NE. along this road to Megalópolis (Route 72 A, miles 26 $\frac{1}{2}$ –29 $\frac{1}{4}$).
36	Megalópolis.

ROUTE 82

KYPARISSÍA—ANDRÍTSAINA—MEGALÓPOLIS,
48 $\frac{1}{2}$ miles

Bridle-path to Andrítsaina, and thence a carriage-road (Route 86). This is a difficult path through mountainous and barren country, but as it passes the fine ruins of the ancient temple at Bassae it is well known and much used by travellers. Very few villages are passed, and provisions are difficult to obtain. It crosses the mountain-range N. of the direct track to Megalópolis (Route 81), descends to the valley of the Bouzi river (see Route 83, mile 9 $\frac{3}{4}$), and then ascends over the Andrítsaina mountains.

miles

- | | |
|---|--|
| 0 | Kyparissía. Route leaves the town by the cart-track to Megalópolis (Route 81) and follows it to mile 4. |
| 4 | Route crosses Kyparissía stream. Direct track to Megalópolis (Route 81 A) branches off E. Path via Klesoura (Route 81 B) branches off NE. |
| | Path continues NNE. and ascends the hills, which are at first covered with bushes, but higher up with scrub only. |
| 8 | Siderókastro , alt. 1,450 ft., pop. 860, P. T. O.; situated on a saddle between limestone hills about 2,300 ft. on the l. and 1,650 ft. on the r. Path crosses the saddle and descends immediately to the valley of a tributary of the Bouzi river (see below, mile 15 $\frac{1}{2}$), and then ascends E. |

miles

13

Path reaches head of the valley, alt. about 2,450 ft., W. of the summit of Mt. **Hágios Elías** (see Route 81 B, mile 13). Path then turns N. and descends among stunted oaks to an upland cultivated plain. Path is very difficult here; it goes through a narrow glen, clothed with ilex, plane-trees, and oleanders; and finally by a steep descent reaches the Boúzi valley.

15½

The valley of the **Boúzi** (ancient Neda: see Route 83, mile 9¾), alt. about 800 ft.

The river is here running through a narrow gorge with white chalk precipices on either side. Above the opposite bank rises a spring, which falls in a cataract (*ράσπρα νερά*, 'white waters') to the river 150 ft. below. The gorge is impassable. About 1¾ mile lower down, the river entirely disappears into a natural tunnel, formed of fallen rocks and earth washed down from the mountains, and reappears a little farther on at a spot invisible and inaccessible from the mouth of the tunnel. The spot, formerly sacred to Demeter, is now called Stómion tes Panagiás, and there is a chapel of the Panagiá perched on the rocks above.

Path crosses the Boúzi by a single-arch stone foot-bridge and ascends very steeply over rocky ground.

16

Pávlitsa, alt. 1,522 ft., pop. 350. Immediately N. of the village are the ruins of the ancient city of Phigalia.

Path ascends NE. to a small valley and mounts to its head near Dragógi.

19

Dragógi, pop. 210. 1½ mile to the W. on a path that goes W. down the valley of the Boúzi to the coast is **Gardítsa**, pop. 390 (see Route 83, mile 9¾).

Path continues NE. up a high ridge on the right. Poor cornfields and bushes cover the slopes.

21½

Temple of **Bassae**, alt. 3,710 ft., the most beautifully situated of all Greek temples. There is an extensive

miles

view on every side except the SW., where a neighbouring peak covered with oak-trees bars the way.

Path proceeds N. Only a few minutes from the temple the summit of the ridge is reached. NE. is Mt. **Diaphórti**, alt. 4,659 ft., the highest mountain of the Andrítsaina range; and to the NW. is Mt. **Paliókastro**, alt. 4,416 ft. (see Route 86, mile 27½).

Path descends slightly and goes NNW. through oak-trees across the headwaters of the **Vervítsa** stream (flowing SW. to the Bouzí).

24 Path reaches a pass, alt. 3,169 ft., between Mt. Paliókastro and the main range.

Path descends N. down a valley.

26 **Andrítsaina**, alt. 2,510 ft. (see Route 86, mile 32). From here, via Karyítaina, to Megalópolis by carriage-road as by Route 86, miles 32–54½.

48½ **Megalópolis**.

ROUTE 83¹

KYPARISSÍA—PÝRGOS, 35 miles

Coast road; metalled, but its condition is uncertain. For most of the way it runs parallel to the railway, which is used for all through traffic. The road goes throughout over level ground.

From Kyparissía to the river of that name (mile 3½) the coast is rocky with a few sandy bays at the outlets of mountain streams. Thence to the mouth of the Alpheios extends a clean sandy beach with several streams running into the sea. All the larger streams are perennial. Along the coast for nearly the whole distance N. of Kyparissía river is a chain of sand-dunes, covered with pine woods. Behind this, in the first part of the route, there is low-lying land covered with pine-trees, and numerous shrubs and bushes, among which the water lies in pools and marshes during the winter, but

¹ See also Appendix.

dries up in summer. Farther N., and extending as far as the plain of Pýrgos, is a chain of lagoons behind the sand-dunes, which are full of water throughout the summer and well stocked with fish. These lagoons, the lakes of Kaiápha, Agoulínitsa, and Mouríá, together extend for some 16 miles. East of the marshes and lagoons is a strip of higher ground of from $\frac{1}{2}$ to 1 mile in width, which is well cultivated especially with currants, the chief product of the district and the source of its prosperity. Some corn and maize is also grown, generally on the hills and near the villages. Farther inland is a gently rising plateau, intersected by many villages, on which cornfields, currant vines, orange and lemon groves, and thick bushes alternate. On these hills are several prosperous and fair-sized villages. Behind the plateau, again, limestone mountains rise to 3,500 and 4,000 ft. The plain and plateau are interrupted near Lake Kaiápha by Mt. Kaiápha, which approaches the E. shore of the lake and descends abruptly to it.

The road runs just E. of the marsh-land N. of the Kyparissía river, then between Lake Kaiápha and the sea over the pine-covered sand-banks. A stream connects Lakes Kaiápha and Agoulínitsa; the road crosses this stream by a bridge and then proceeds along the E. bank of the northern lake. The place where it passes between the two lakes is known as the pass of Kleidí ('the Key': see mile $20\frac{1}{2}$), an important position guarded in ancient times by the town of Samikon; its walls, of which there are extensive remains, lay on a northern spur of Mt. Kaiápha, which by descending steeply to the lake bars the way to the S. The Turks also had a fort guarding the pass.

The river Alpheios is crossed by a ferry about 3 miles from its mouth, below the railway bridge; it is here some 300 yds. wide, and very deep and swift in winter. In summer and autumn it is everywhere fordable on foot except at its mouth. Many islands, covered with bushes and trees, lie in its broad bed. In length and volume of water the Alpheios is easily the largest of the rivers of the Peloponnese.

The railway runs parallel to the road most of the way

except that it keeps to the E. shore of Lake Kaiápha, between the lake and the mountains.

The coast is harbourless throughout till Pýrgos is reached ; but at the time of the currant harvest shipowners can count with some confidence on calm seas, and anchor off the open coast. Pýrgos is the most important of all the centres of the currant trade, and exports the produce through its own harbour of Katákolos (see Route 84) and Patras.

From the cháni of Bouízi (mile $9\frac{3}{4}$) a path runs up the narrow valley of the river and joins the path from Kyparissía across the mountains of the interior to Andrítsaina (Route 82).

The whole district suffered from the earthquake of 1886, but not so severely as the country between Kyparissía and Pýlos.

miles

- | | |
|----------------|--|
| 0 | Kyparissía. Road goes N. through olive groves, which cover the low hills. |
| 1 | Track to Megalópolis (Route 81) branches off NE. After some $2\frac{1}{2}$ miles the olives give way to open country planted with currants. |
| $3\frac{1}{2}$ | Road crosses Kyparissía river near the railway bridge. Road crosses a plain, planted with currants, separated from the sandy shore by a thick natural hedge of holm-oak. Farther on the hills run down to the sea, and then recede again, leaving a narrow coast plain, with currant vines and olives-trees. On the E. are low hills rising to the heights of Siderókastro (see Route 82, mile 8). |
| $7\frac{1}{2}$ | Agaliané on the hills to the E., pop. 940. Pine woods begin on the sandy strip by the shore. The currant-plantations give way to thick bushes. Road crosses railway, which keeps close to the coast. |
| $9\frac{3}{4}$ | Road crosses Bouízi river (ancient Neda) by a new stone bridge. The river is always full of water. Cháni of Bouízi on the N. bank, with a few houses near by. |

1 miles

Branch path goes E. up the r. bank of the river nearly up to the natural tunnel through which the river flows, about $6\frac{1}{2}$ miles (see Route 82, mile $15\frac{1}{2}$), then where the gorge becomes impassable the path turns NE. on to the hills to **Smarlina**, 8 miles, pop. 200, and **Garditsa**, 10 miles. One-and-a-half mile farther E. it joins the path from Kyparissia to Andritsaina (see Route 82, mile 19).

Road proceeds NNW. The railway is on the l., near the sea-shore. The hills recede from the coast, leaving a plain about $1\frac{1}{4}$ mile wide between them and the sea, occupied by the cultivated higher ground, the marshy land to the W., and the wooded sand-dunes. The hills to the E. are also cultivated.

12

Road crosses a stream. Village of **Hágios Elías** $\frac{3}{4}$ mile ENE., pop. 240. Farther up the valley in the same direction is **Strovítsi**, 3 miles, pop. 580; and E. of Strovítsi lies **Moundrá**, 4 miles, pop. 160, and **Zourtsa**, $5\frac{1}{2}$ miles, alt. 1,549 ft., pop. 1,800, P. T. O.; a village surrounded by cypresses and olive-trees and producing excellent wine. It is one of the rich places of the coast region and has a share in the currant-plantations in the plain. Immediately N. of the village is a steep limestone cliff nearly 700 ft. high. To the E. is a small oak wood, and through this goes a pass over the barren and desolate mountain region to **Vervítsa**, $6\frac{1}{2}$ miles from Zourtsa, pop. 650, and **Lykistena**, $7\frac{1}{2}$ miles, pop. 410, and so to the path from Pávlitsa to Andritsaina (Route 82). One-and-a-half mile N. of Strovítsi on higher ground is **Mouphkitsa**, alt. 1,650 ft., pop. 590.

Road continues through the coast plain, crossing several small streams. Currant-plantations abound.

15

Glátsa, pop. 200, lies $1\frac{1}{2}$ mile, and **Kalýdona**, alt. 750 ft., pop. 800, 3 miles, ENE. on the hills.

miles

- 15½ **Kakóvato** on the l. near the coast, pop. 440, C. H.; a small port used in the season for the export of currants. It was destroyed by the earthquake of 1886, but has been rebuilt.
- 16 **Beschíni**, alt. 600 ft., pop. 850, lies 2½ miles, and **Tzorvatzi**, pop. 400, 4 miles, ENE.
- 17 **Zacháro**, alt. 300 ft., pop. 1,800, P. T. O.; the chief place of the district, and very prosperous. One-and-a-half mile ENE. of Zacháro is **Xerochóri**, pop. 450.
- 17½ Southern end of Lake **Kaiápha**. Road crosses the railway, which turns inland and goes along the E. shore of the lake, while the road keeps to the wooded sand-dunes between the lake and the sea.
- 19½ Road crosses a gap in the sand-dunes, through which the waters of the lake used to find their way to the sea. They are now stopped by a dam.
- 20½ Road turns N. and crosses by a bridge the short stream connecting Lake Kaiápha with Lake **Agoulinítsa**. The pass of **Kleidí**. Immediately E. of the bridge is the rocky limestone mountain of **Kaiápha**, on the lower slopes of which are the well-preserved walls of the ancient town of Samikon. Farther inland the mountains rise to 2,369 ft. (Mt. **Smérna**: see Route 86, mile 15½). Mt. Kaiápha slopes down to the NE. shore of the lake, and ends in a steep cliff 450 ft. high; the railway passes its foot. About ¼ hr. from the pass of Kleidí, on a sandy peninsula jutting out from the NE. shore of the lake, are the baths of Kaiápha. Warm sulphurous springs, much frequented for their medicinal properties in both ancient and modern times, issue from a cave at the foot of the mountain. The S. end of Mt. Kaiápha is a plateau, covered with oak-trees. Otherwise the mountain is barren of everything except scrub.
- Road continues N. for a short distance between

miles

Mt. Kaiápha and the S. end of Lake Agoulínitsa, and then turns NW. along its E. shore. The sand-dunes covered with pine and fir-trees continue between the lake and the sea. Low cultivated hills on the r. of the road. Lake Agoulínitsa is more than 8 miles long, and stretches almost to the mouth of the Alpheios.

22½ Cháni of Távla. Two miles NNE. on the hills is **Rísovo**, pop. 740; on the other side of the hills in a valley is **Kréstena** 1½ mile N. of Rísovo (see Route 86, mile 12½).

Road continues NW., the hills approaching nearer the lake. The plain and the lower hills are covered almost exclusively with currant-plantations.

24¼ **Alitselepi** 1¼ mile NE., pop. 400.

26½ **Anemochóri** on the r., pop. 560. Road from **Kréstena** and **Andrítsaina** comes in from the E. (Route 86).

The hills approach quite close to the lake, and the road goes along the shore.

30½ **Agoulínitsa**, pop. 2,660, P. T. O.; a large village on the N. shore of the lake. Three miles to the E., near the l. bank of the Alpheios, is **Volántsa**, pop. 1,070.

Road enters the alluvial plain at the mouth of the **Alpheios** (Rouphiás) river.

32 Road crosses the Alpheios by a ferry about 3 miles from its mouth and 2 miles below the railway bridge (see *Railways*, Route XXI, mile 4½). The S. shore of the river is a bank of loam about 10 ft. high (see Route 84, mile ½).

The river is the boundary between the provinces of Messenia and Elis-Achaia.

Road goes N.

33¾ Track from **Koúkoura** to **Pýrgos** comes in from the E. (see Route 85 (b), mile 5½).

35 **Pýrgos**, pop. 13,690, P. T. O., seat of Demarch and

miles

of a bishop; head-quarters of gendarmerie. Large hospital. Situated on a low hill in the middle of the very fruitful alluvial plain, about $1\frac{3}{4}$ mile from the sea. Low cultivated hills surround the plain on all sides except the SW. towards the sea, where Lake **Mouriá** is. This lake is a lagoon like Lakes Agoulinítsa and Kaiápha, separated from the sea by a narrow bank of sand. Another low line of hills stretches E. from Pýrgos dividing the plain into two. All the villages lie on the hills to avoid the malaria of the low-lying lands. Most of these villages are connected with Pýrgos by road (see Routes 84, 85, and 88). The plain is almost exclusively devoted to currant-growing.

Pýrgos, now the third-largest town in the Peloponnese, is a modern town regularly and monotonously built with straight streets intersecting each other at right angles. The chief street goes from E. to W., and in it is the very busy market. The town is one of the chief centres of the currant trade, and exports about 90 million pounds annually (nearly half the total export) through Katákolos and Patras. Among its other exports are wine, spirits, olive-oil, cereals, and cattle.

For the port of Katákolos see Route 84, mile 8.

ROUTE 84

PÝRGOS—KATÁKOLOS, 8 miles

A good carriage-road leading from Pýrgos to its harbour; it runs over level ground through the very fertile alluvial plain, just S. of the low line of hills that stretches E. and W. from Pýrgos and divides the plain into two. The plain is covered almost entirely by currant-fields; here and there are a few olive-trees. The villages are on the hills. Katákolos

is an important port for the export of currants. The railway runs parallel to the road on its S. side the whole way.

miles

0 **Pýrgos.** Road goes W.

$\frac{1}{2}$ Branch road S. to the mouth of the **Alpheios** (Rouphiás) river (C. H.). In summer timber for ship-building is floated down the river, and loaded off its mouth. The anchorage is to the south. Water may be obtained here. The river is navigable for boats drawing from 3 to 4 ft. of water for about 3–4 miles. On the r. of this branch road is Lake **Mouriá**, a lagoon well stocked with fish, similar to the lagoons on the Kyparissía–Pýrgos road (Route 83).

Road continues W.

3 **Hágios Ioánnes**, pop. 570.

Branch road WNW. to Skaphidiá :

miles

0 **Hágios Ioánnes.**

1 **Granitséika** on r. of road, pop. 410.

$1\frac{1}{2}$ **Skourochóri**, pop. 900. Branch roads hence:

(1) W. to Patras–Pýrgos road, $2\frac{1}{2}$ miles (see Route 88, mile 59).

(2) SW. back to main road, $\frac{3}{4}$ mile (see below, mile $4\frac{3}{4}$).

$3\frac{1}{4}$ **Skaphidiá** near the coast, pop. 140, with a rich monastery.

Road continues W. Mouriá lagoon is now close on the l.

$4\frac{3}{4}$ Branch road NE. to Skourochóri, $\frac{3}{4}$ mile (see above).

Road gradually approaches the coast and then bends S. keeping close to the shore.

8 **Katákolo**, pop. 700, P. T. O., C. H. The town is situated on the E. coast of a peninsula, which extends $1\frac{1}{4}$ mile farther S. of the town, and ends in Cape Katákolo. The peninsula is 285 ft. high E. of this

miles

is a semicircular bay with a sandy beach at its head ; this forms the port of Katákolos. A mole projects about 600 yds. E. into the sea and then 420 yds. NE. ; it is 39 ft. wide at sea-level, and 20 ft. above water. The depth at the head and along the inner side is 33 ft. There are no public quays or wharves, but vessels can anchor close inside the mole. The Custom House lies N. of the mole. There is a hand-crane to lift 1 ton.

Water is scarce, there being only one well at the head of the bay, near the commencement of the long sandy beach. The town is prosperous and growing ; it has a large trade in currants, raisins, and wine, and is next in importance among Peloponnesian ports to Patras and Kalamáta.

ROUTE 85

PÝRGOS—KARÝTAINA—MEGALÓPOLIS

Via OLYMPIA, 52½ miles

Carriage-road in good condition between Pýrgos and Olympia (mile 12), and between Karýtaina and Megalópolis (about 9½ miles). Between Olympia and Karýtaina it is a bridle-path up the valley of the Alpheios. Where the valley narrows to a gorge, below Karýtaina, the path is mountainous and difficult. The more usual route between Pýrgos and Megalópolis is that by Andrítsaina, S. of the Alpheios (Route 86).

Between Pýrgos and Olympia the road twice rises to over 300 ft. ; the plains and the hills on either side are well cultivated, and the hills have gentle slopes. To the N. is the extensive hill land of Elis, in some parts cultivated, in others covered with bushes and shrubs or affording good grazing. There is an alternative route, a cart-track, the old Sacred Way, which goes S. of the high road, near the r. bank of the Alpheios.

Between Olympia and the cháni of Mouríá (mile 20) the path goes along the r. bank of the river. From there it ascends and goes over the hills above the bank. Farther N. is a level plateau (see Route 89 A). Soon after crossing the wide and deep Ladon river (mile 26) the path enters the rugged and barren mountains of western Arcadia, and crosses the foothills well above the river. From Karýtaina the road goes through the fertile basin of the upper Alpheios as far as Megalópolis. Between Olympia and Karýtaina there are few villages along the route, and these are small and poor; provisions are difficult to obtain, but water is abundant. South of the river are the barren Andrítsaina mountains (see Route 86).

For most of the year the Alpheios and Ladon can be forded on foot, except near their mouths, and present no serious obstacle. But in winter and spring the Ladon, which has more water in it than the main stream of the Alpheios, and the Alpheios itself below its junction with the Ladon may become formidable rivers, deep and swift. Even in the rainy season, however, there are many fords, known to the inhabitants.

The route crosses the Ladon near its mouth by a ferry-boat, capable of taking pack-animals.

An important alternative path branches off at Anazýri (mile 30) and goes to Demetsána, whence there is road to Karýtaina (see Route 87). Another branch path goes to Langádia (see Route 87).

miles

0

Pýrgos. There are two routes from here to Olympia, the second being a cart-track keeping to the S. nearer the Alpheios.

(a) MAIN ROAD

Road leaves Pýrgos in E. direction and goes through the plain. The hills on the l. rise in parts to 1,000 ft., but the country is undulating, and cornfields, currant-vineyards, and pine-trees are found.

miles

- 1 **Lambéti** $1\frac{1}{4}$ mile to the N., pop. 1,000.
- $1\frac{1}{2}$ **Kolýri** 1 mile to the N., pop. 1,200.
- 3 **Varvásena**, pop. 1,120. Road goes over hills about 350 ft. high, extending S. as far as the river ; they are covered with bushes.
- $4\frac{3}{4}$ Branch tracks : (1) N. to **Lantsói**, 3 miles, up the wide valley of the **Lestinitsa** (see Route 89 B, mile $47\frac{1}{2}$) ; (2) S. to **Kóúkoura**, 1 mile (see below, (b), mile $5\frac{1}{2}$).
- Road crosses the **Lestinitsa** and ascends another hill.
- $5\frac{1}{2}$ **Stréphi** on the r., pop. 1,050.
- $6\frac{1}{4}$ **Smýla**, pop. 600. Road descends to a wide plain stretching as far as the river, covered entirely with currant vines. **Bróuma** $1\frac{1}{2}$ mile N. at the foot of the hills, pop. 490.
- 8 **Kriekóuki**, pop. 1,250, P. T. O. Road bends round towards the S.
- $9\frac{1}{4}$ **Plátanos**, pop. 800.
- $10\frac{1}{4}$ Branch track W., then N. up the valley of a stream (ancient Cladeos) to **Lála**, $6\frac{3}{4}$ miles, and **Doúka**, $8\frac{1}{2}$ miles (see Route 89 A, mile $55\frac{1}{4}$).
- Road bends S. down the r. bank of the Cladeos. A narrow ridge of hills is on the r.
- 12 **Olympia**, pop. 130, P. T. O. The ruins of the old sanctuary are on the other side of the Cladeos, in the angle between it and the Alpheios.

(b) OLD ROAD *via* KÓÚKOURA

This is a cart-track following the line of the old Sacred Way. It leaves Pýrgos ESE., and then turns E. across the plain ; the **Alpheios** is close on the r.

- $4\frac{1}{4}$ The Alpheios valley narrows ; the hills on the N. bank (see above, (a), mile 3) are covered with bushes, those on the S. with pine-trees.

- $5\frac{1}{2}$ **Kóúkoura**, pop. 820. The valley widens again. Track crosses the **Lestinitsa** and continues E. through

miles

the currant-fields. **Stréphi** (see above, (a), mile $5\frac{1}{2}$) is on the l.

Track bends ESE. There is some swampy ground on the r., marking an old bed of the river.

$10\frac{1}{4}$ **Phlóka** on the ridge between the plain and the Cladeos river, pop. 200.

$10\frac{3}{4}$ **Droúva**, pop. 220.

From Droúva a track goes $\frac{1}{2}$ mile S. to the river, here about 90 yds. broad, crosses it by a ferry, and continues S. over hills to **Kréstena** (see Route 86, mile $12\frac{1}{2}$).

$11\frac{1}{4}$ **Olympia**.

[Mileage continued from Route (a).]

Path goes E., crossing the deep bed of the Cladeos by a foot-bridge, and then along the foot of the hill of Kronos on the N., which is covered with pines; through the ruins of Olympia, then down to the bank of the river, which it follows for some distance.

$13\frac{1}{2}$ **Moirákia** on the l., pop. 310.

19 Path turns S. with a bend in the river, still close to the bank. **Loúvro**, pop. 450, is $\frac{3}{4}$ mile to the E., on the low undulating plateau which extends N. of the Alpheios between Olympia and the Ladon (see below, mile 26). Farther E. is **Lykouresi**, alt. 1,033 ft., pop. 340. There are some cornfields here, otherwise the whole plateau is covered with bushes, which reach a height of 12 ft. Farther N. are the extensive oak forests of the Kapéllis plateau (see Route 89 A, miles 44 and $49\frac{1}{2}$).

20 Cháni of **Mouriá**. Path turns E. away from the river, and keeps on the low hills above it. There is a fine view of the valley of the Alpheios, enclosed by wooded hills on the S. Path goes over the ridge of **Hágios Elías**, alt. 1,050 ft., and descends through a gorge overgrown with trees to Áspra Spítia.

miles

23 **Áspra Spítia**, alt. 807 ft., pop. 560; a village lying between the **Doána** and **Alpheios**, about 560 ft. above the latter. A few cornfields, interspersed with pine-trees, surround the village. A branch path goes S. to cross the river by a ford, and thence SE. to **Zácha** (see Route 86, mile 23).

Path descends.

24 Path crosses **Doána** (**Aroanius**, **Erymanthus**) river by ford, alt. about 270 ft., the boundary between the provinces of **Elis-Achaia** and **Arcadia**.

24½ **Bélesi**, alt. 600 ft., pop. 440, on the edge of the plateau between the rivers **Doána** and **Ladon**, which extends N. to the village of **Chóra** (see Route 89 A, mile 38½, branch path (4)).

Path descends again SE. to the valley of the **Alpheios**.

26 Ferry over the **Ladon** river (now called **Rouphiás**), alt. 236 ft., just above its junction with the **Alpheios**. The **Ladon** flows in a broad valley, and is deep in winter and spring. Higher up, about 5 miles from its mouth, alt. 364 ft., there is a ford where the river is divided into three branches, altogether about 100 yds. broad; this ford is generally about 3 ft. deep in the month of April. The valley is very fertile; on the slopes corn, vines, and mulberry-trees are grown; on the valley floor maize.

Cháni of the **Rouphiás**. Path turns slightly N. again away from the **Alpheios** on to the hills. The character of the country changes; the hill lands of **Elis** are left behind, and the path enters the barren mountain country of western **Arcadia**. Low bushes and scrub are the only vegetation on the mountain-sides; the villages are situated on small terraces surrounded by a few thirsty fields.

27 **Pyrri**, pop. 200, is 1 mile to the N.; **Tsiouka**, pop. 250, 1½ mile farther, NE. of **Pyrri**.

miles

28½

Anemodóuri on the S., and **Hágios Ioánnes** on the N., of the path, pop. 180. One half-mile NE. is **Lóti**, pop. 160.

30

Anazýri, a collection of a few huts.

Branch paths :

(1) A path to Demetsána runs as follows :

miles

0

Anazýri. North of the main route a plateau rises in three well-defined stages : four steep ascents and between them three gentle inclines. The plateau is bare except that oak-trees grow on the second incline and the steep slopes above it. The path to Demetsána ascends this plateau in a general E. direction.

4½

Ráphte, alt. 2,600 ft., pop. 470. About 2¼ miles NNW., across a deep valley, is **Paloúmba**, alt. 2,566 ft., pop. 460, P. T. O. Path crosses a valley and ascends to another plateau somewhat higher than the previous one.

6½

Vlóngos, alt. 3,000 ft., pop. 140. Path ascends the southern spurs of the **Langádia** mountains. To the N. is the summit of **Chalasméno Vounó**, alt. 4,492 ft.

8

Summit of pass, alt. 3,550 ft. Path descends.

8½

Zatoúna, alt. 3,327 ft., pop. 800, P. T. O. ; situated on a kind of terrace high above the valley of the **Demetsána** river (see below, mile 41½). The sides of the valley are barren and rocky, except for a few poor and scattered cornfields. Path descends to cross the river by a bridge, alt. 2,802 ft., and then ascends the other side to Demetsána.

miles	miles	
	10	Demetsána , alt. 3,143 ft. (see Route 87, mile 31½).

(2) A path to Langádia runs as follows :

miles	
0	Anazýri . Path keeps W. and N. of the Langádia mountains, but goes over equally barren country. It goes N. from Anazýri.
2	Kalývia , alt. 919 ft., pop. 240. Path turns NW.
3	Bétsi , pop. 210. A branch path continues NW. down to the valley of the Ladon, which it crosses by the ford, and then ascends to Chóra (see above, mile 24½).
	Path goes N. and crosses a stream flowing W. to the Ladon.
5	Rénesi to the l., pop. 200. Path turns NE., up the valley of the stream.
8	Kalliáni , alt. 1,350 ft., pop. 650, P. T. O. 1½ mile to the N. is Vretémougá , pop. 530, P. T. O.
	Path goes E., still up the valley. On the r. the mountains rise to nearly 4,000 ft. Where the valley divides into two the path ascends the ridge between the two branches.
12½	Rekoúni , alt. 2,500 ft., pop. 700, P. T. O. Path goes ESE., still ascending.
15	Langádia , alt. 3,450 ft. (see Route 87, under mile 28½).

Path goes SE. from Anazýri, continuing above the r. bank of the Alpheios.

32½ **Kakouraíoi**, pop. 290.

33½ **Kokkorá** ¾ mile to the N., pop. 230.

36 Path turns E. The valley of the Alpheios narrows to a deep gorge, between the southern spurs of the



GORGE OF THE ALPHEIOS (SEE ROUTE 85, MILE 36)

miles

Langádia mountains on the N. and the Andrítsaina mountains on the S. It continues as a gorge as far as Karytaina. The path ascends the heights and then continues in SE. direction.

38½ **Englénova**, pop. 100. Path goes over a ridge, alt. 2,300 ft.

40½ **Atsicholo**, alt. 1,801 ft., pop. 370, is on the l., on a terrace surrounded by fields.

Vlachorráphte, pop. 430, P. T. O., lies about 1 mile SW., below a height (3,087 ft.), which separates the path from the gorge of the river.

Path goes S., and descends to the valley of the **Demetsána** (ancient Gortynius) river.

41½ Path crosses the Demetsána by an old stone bridge, alt. 715 ft. Path joins road from Demetsána (see Route 87, mile 47½) and goes down the l. bank, till the river joins the Alpheios, and then proceeds up the r. bank of the latter. The hills on the l., N. of Karytaina, rise to 2,500 ft.

43 **Karytaina**, alt. about 1,650 ft., pop. 1,200, P. T. O. Karytaina is situated at the spot where the Alpheios leaves the basin of Megalópolis, after it has united its different sources into a single stream, to break through the mountain barrier of western Arcadia by the wild rocky gorge above which the path has come. The town lies in a hollow on the mountain-slope. On the W. side of the hollow, on a steep rock overhanging the gorge of the river and dominating the entrance to the pass, are the imposing ruins of the Frankish castle, alt. 1,913 ft.; from this the view commands the barren mountains N. and W., and the fertile plain to the SE. It was a place of considerable importance during the Frankish domination, and its castle has been the scene of much fighting down to the War of Independence. The town declined after the collapse of the feudal system of the Franks; but

miles

the old Byzantine churches, and the balconied houses in narrow winding lanes, testify to its early importance. Karytaina was the home of Kolokotrónes, the famous Greek chieftain of the War of Independence.

At Karytaina path becomes a road and descends a steep hill S. and then SE.

43½

Important cross roads. Road from Andrítsaina (Route 86) comes in from SW. Road from Demet-sána via Moulátsi (Route 87) comes in from NE.

Road continues SE. and enters the N. end of the plain of Megalópolis, where it turns S. and winds through hills some distance E. of the Alpheios.

An alternative route follows the Andrítsaina road (Route 86) across the Alpheios by the bridge of Karytaina. Thence it goes SE., then S. above the l. bank of the river to **Mavriá**, 2 miles, pop. 250, and **Kyparissía**, 3 miles, pop. 280, where it turns SE., crosses the river, and rejoins the main road at Vromoséla (see below, mile 49). Three miles SW. of Kyparissía, up a valley, lies **Krambovó**, pop. 550, P. T. O.

45

Karvounári, pop. 110.

46¾

Katsíbalí, pop. 150. **Zounáti**, pop. 390, lies 1¾ mile to the E.

49

Vromoséla, pop. 500. Road turns E. up the valley of the **Daviá**, one of the principal sources of the Alpheios.

51½

Road bends round to the S. past the ruins of ancient Megalópolis, which lie on either side of the stream.

51¾

Road crosses the Daviá by a stone bridge.

52½

Megalópolis (see Route 69).



BRIDGE OVER THE DAVÍÁ NEAR MEGALÓPOLIS (SEE ROUTE 85, MILE 51 $\frac{1}{2}$)

Note on the Ancient and Modern Names of the Alpheios and Ladon

Two main streams unite to form the Alpheios. One is formed by the many streams flowing through the basin of Megalópolis, and flows N. past Karýtaina and then WNW. through a narrow gorge down to the plains of Elis (see Routes 69 and 72). The other has its sources in the N. Arcadian mountains, and receives most of its waters through a *katavóthra* from Lake Phoniá (see Routes 91 and 94). In ancient times the former, the longer of the two, was considered the main river, and the name Alpheios was given to it from its source in the plain of Phrankóvrysis (see Route 72 A, mile 32½) down to the mouth. The other was called the Ladon. In modern times, however, the Ladon, which is shorter but has a much larger volume of water, is considered the main river, and is called the Roupfiás like the lower river. The southern branch has separate names for its various sources in the Megalópolis basin (Xerillos, Daviá, &c.); and from the point where these unite to the junction with the Ladon it is called the Karýtaina river. Some confusion may in consequence arise from this change of name. In this and other routes the ancient names have been kept, the modern names being given in brackets.

ROUTE 86

PÝRGOS—ANDRÍTSAINA—KARÝTAINA—MEGALÓPOLIS, 54½ miles

Carriage-road as far as Kréstena (mile 12½), and between Andrítsaina and Megalópolis. The intervening section of road has long been planned but is not yet carried out.

It goes at some distance S. of the Alpheios the whole way to Karýtaina. Thence it coincides with Route 85 through the plain to Megalópolis. The first part of the way is through fertile country; and the hills S. of the Alpheios are mostly

covered with pines. Farther on some of the spurs of the Andrítsaina mountains are covered with oak woods. Between Gréka and Andrítsaina the path is very hilly and fatiguing, and may be difficult after rain.

This is the best and the usual route between Pýrgos and the interior. Travellers who are going in the reverse direction from Megalópolis to Olympia generally take this route, leaving it either at Gréka or Kréstena and crossing the Alpheios by the ferry at Olympia (see Route 85 (b), mile 10½).

miles

0 **Pýrgos.** Route leaves by the Kyparissía road SE. (see Route 83, miles 35–26½).

1¼ Road to **Koúkoura** branches off E. (see Route 85 (b), mile 5½). Road goes S.

3 Road crosses the **Alpheios** by ferry (see Route 83, mile 32), the boundary between the provinces of Elis-Achaia and Messenia.

4½ **Agoulinítsa** on the N. shore of the lake of that name.

Road goes SE. along the E. shore of the lake between it and low hills on the l.

8½ **Anemochóri** on the l. Road to Kyparissía continues SE.

Road turns E., past Anemochóri, which is on the l., and goes over low hills about 350 ft. high.

11 **Ladikoú** ¾ mile to the N., pop. 570. Road descends to a fertile valley entirely covered with currant-plantations and vineyards; it crosses the **Kréstena** stream and continues by its r. bank.

12½ **Kréstena**, alt. 300 ft., pop. 1,930, P. T. O.

Branch path NW. over undulating country, where pine woods alternate with currant-fields, to **Makrýsia**, 1½ mile, pop. 1,340, P. T. O., and thence NNE. down to the wide valley of the Alpheios, which is here sandy and marshy, to the ferry over the river near **Olympia**, ¾ miles.

miles

Another path goes SSE. up a valley to **Vrýna**, $1\frac{1}{2}$ mile, pop. 790.

From Kréstena the road continues up the valley of the stream of the same name, direction ESE.

15 $\frac{1}{2}$ A spring, alt. about 600 ft. **Moudráza** $\frac{1}{2}$ mile on the l., pop. 810.

Road proceeds SE., skirting Mt. **Smérna**, which lies to S., alt. 2,532 ft.

17 $\frac{1}{4}$ **Gréka**, alt. 1,000 ft., pop. 600. Branch path N. down to a valley and then over a ridge to **Mázi**, $3\frac{1}{4}$ miles, pop. 550, thence WNW. to the ferry over the Alpheios, 7 miles (see above, mile 12 $\frac{1}{2}$).

From here to Andrítsaina the route is a bridle-path only. All the villages are off the path to r. and l. The ground slopes away on the N. to the Alpheios, the hills being mostly covered with pine-trees. Higher limestone hills on the r.

20 $\frac{3}{4}$ Alt. about 1,650 ft. **Platiána**, pop. 480, lies $\frac{1}{2}$ mile NE. of road. Three miles to the N. towards the Alpheios is **Broumázi**, pop. 600.

Path descends to the head of the **Tsemberoúla** valley, a stream flowing N. to the Alpheios. To the S. is Mt. **Voúnoka**, alt. 4,009 ft, the westernmost spur of the Andrítsaina range; high mountains, reaching an average of 3,600 ft., continue all the way S. of the route. They are barren except of bushes.

22 Cháni of **Troupes**, alt. 700 ft. Path turns E.

23 **Longó** on the r., pop. 110. Path ascends the valley of one of the sources of the Tsemberoúla. On the r. there is a mountain, alt. 2,697 ft., covered with an oak forest, which here shuts out the view of the Alpheios valley. Behind the mountain, on its northern slopes overlooking the Alpheios, is **Zácha**, alt. 1,394 ft., pop. 1,090, P. T. O. Above Zácha the

miles

slopes are steep and covered with luxuriant bushes and shrubs, growing sometimes to a height of 16 ft. **Zácha** produces excellent wine. It is reached by a path from **Zeléchova** (see below, mile 27½). From **Zácha** a path goes NNW. down to the valley of the **Alpheios**, 4 miles, and crosses the river by a ford where it is divided into two branches, just below its junction with the **Ladon** and the **Doána** (see Route 85, miles 24 and 26). The ford is often difficult, and a guide is necessary. From the ford the path goes up to **Áspra Spítia** (see Route 85, mile 23), 2½ hrs. from **Zácha**.

24½

Ráfti 1 mile to the N., pop. 100.

Path crosses a ridge and descends to the valley of the **Zeléchova** stream, alt. 1,500 ft., and ascends the opposite bank. The valley is fairly wide and to the N. forms a plain sown with corn.

27½

Zeléchova, alt. 1,982 ft., 1 mile to the S. on the r. bank of the stream, pop. 550. A branch path goes from here down the valley N., then NW., to **Zácha** (see above, mile 23).

The path continues E. along the N. slopes of Mt. **Paliókastro**, alt. 4,416 ft., which lies to the r. It goes up and down hill, across numerous gorges and through fine groves of *arbutus*, *laurustinus*, and oak-trees. The **Alpheios** valley and the mountains which bound it on the N. are visible to the l.

28½

Path crosses another branch of the **Zeléchova** stream.

29

Phanári, pop. 340, lies ¾ mile to the S., just below the summit of **Paliókastro**; the capital of the province in Turkish times. **Machalá**, pop. 110, is below the path on the l.

Path crosses another valley, which widens out on the N. to a plain with cornfields and a large spring; then SE. over another ridge with a few bushes on it

miles

to a valley planted with vineyards. Beyond a third ridge the path descends to a valley.

- 32 **Andritsaina** in the valley, alt. 2,510 ft., pop. 1,840, P. T. O., gendarmerie. The surroundings of the town are barren and arid, only below the village there are a few cornfields and vineyards. The inhabitants, however, own currant-plantations down on the W. coast, some 8 hrs. distant ; and the town gives an impression of prosperity. It has many large and ancient houses, recalling its greatness in Frankish days. The carriage-road to Megalópolis (see below) and the path from Gréka (see above) are the only means of communication with the outer world, except the equally difficult path past the temple at Bassae to Pávlitsa and Kyparissía (Route 82).

Path becomes a carriage-road and leaves NE.

Between here and Karýtaina the old bridle-path partly coincides with the road, partly cuts off the long bends by going higher up the slopes to the S. The highest part of the Andritsaina mountains, culminating in **Diaphórti**, alt. 4,659 ft., runs S. of the route as far as Karýtaina.

- 32½ Road turns N. on the slopes of a long N. spur of the range.

- 34½ Road bends sharply SSE. and goes above the l. bank of a stream flowing into the Alpheios. Along the opposite bank between the stream and the Alpheios is Mt. **Lávda**, alt. 2,736 ft., forming the S. bank of the Alpheios gorge.

Opposite the bend in the road on the NW. end of Mt. Lávda is **Mátesí**, pop. 460.

- 35¼ **Kármí**, pop. 150. Road bends ESE.

- 37 **Róvia**, pop. 230. Road makes a bend to the S. to round the head of the valley, alt. 1,600 ft., and then makes a wide sweep to the N. over the ridge which connects Mt. Lávda with Mt. Diaphórti.

miles

- 40 **Lávda** village, alt. 2,000 ft., pop. 520, P. O., lies $1\frac{1}{2}$ mile NW. Road is now directly above the Alpheios gorge; alt. about 2,500 ft. It bends S.
- 42 $\frac{1}{2}$ Cháni of **Dragoumánou**. Village of the same name, alt. 3,000 ft., pop. 600, lies about 1 mile WSW. beneath the summit of Diaphórti. Road crosses Dragoumánou stream, a wild and cold torrent, the boundary between the provinces of Messenia and Arcadia.
- 44 $\frac{3}{4}$ Road crosses the Alpheios by the old six-arched stone bridge of Karýtaina and goes NE.
- 45 $\frac{1}{2}$ **Karýtaina** $\frac{1}{2}$ mile to NW. Hence to Megalópolis as in Route 85, miles 43 $\frac{1}{2}$ –52 $\frac{1}{2}$.
- 54 $\frac{1}{2}$ **Megalópolis**.

ROUTE 87¹

TRIPOLITSÁ—DEMETSÁNA—KARÝTAINA—

MEGALÓPOLIS, 58 $\frac{1}{2}$ miles

Carriage-road forming a means of communication between the principal places in the province of Arcadia. It is a very fair road, capable of taking light motor traffic. There are several steep gradients, especially where it crosses the Maenalus range (see below) and between Demetsána and Karýtaina. There is a branch road at mile 28 $\frac{1}{2}$ to Langádia.

The mountains of Arcadia form the nucleus of the Peloponnesian peninsula. They run, generally speaking, in a NNW.–SSE. direction, and there are three principal chains. These are from E. to W.: (1) The Artemisium range, between Argolis and the plain of Tripolitsá, the E. boundary of Arcadia (see Route 60); (2) the Maenalus range, between the plain of Tripolitsá and the upper valley of the Daviá river (see below, mile 4); (3) the central Arcadian chain, between the Daviá valley on the E. and the plain of Megalópolis and the Demetsána valley on the W. (see below, miles 24 $\frac{1}{2}$ –40, and Route 85, mile 40 $\frac{1}{2}$). Still farther to the W. a fourth range may be

¹ See also Appendix.



BRIDGE AND TOWN OF KARÝTAINA
(SEE ROUTE 85, MILE 43, AND ROUTE 86, MILE 44 $\frac{3}{4}$)

mentioned, the plateau-like mountains of Langádia, between the Demetsána and the Ladon valleys (see below, mile 28½, and Route 85, miles 26–30). The Ladon forms the boundary between the two very different regions of Arcadia and Elis. The northern and southern limits of the ranges are less easy to define. On the S. the Arcadian mountains are continued by the Laconian mountains, Parnon and Taygetus (see Routes 62–5, 68, 69, and 74); while on the N. they are not easily separable from the systems of Chelmós and Zíria (see Routes 91 and 94).

The winter in Arcadia is very cold, and snow lies thickly on the mountains and even on the plain of Tripolitsá. In the summer thunderstorms are frequent, and great heat prevails in the plains; but on the heights, especially among the fir forests, the air is cool and healthy.

The vegetation, owing to the altitude and the abundance of rain, is chiefly that of central Europe; typically southern plants, such as are found in the coast regions, are lacking. Middle Arcadia, through which go the bridle-paths from Syllímna (mile 4) and Piána (mile 11), is thickly covered with fir forests, especially the central chain of mountains. There are a few small oak woods. For the rest the mountains are bare or covered with scrub, chiefly prickly oak. In the summer the mountains afford good pasture for sheep and goats. The E. Arcadian plateau (the plain of Tripolitsá) is highly cultivated and is among the most fertile parts of Greece (see Route 60 A, at end). The only other plain of any size is the Megalópolis basin (see Route 69, at end).

On the mountains intensive cultivation is impossible; but the great industry of the inhabitants has made use of every available surface. There are some favourable circumstances, such as abundance of rain, good soil where there is any at all, plenty of woodland, and a comparatively dense population. The stony mountain fields are sown with wheat and barley. On the better soil vines are grown, and on lower ground maize (see below, Vytína, mile 20, Magoulíaná, mile 24½, and Demetsána, mile 31½). The northern kind of fruit-trees do

well, walnuts, apples, pears, and cherries. The chief occupation, however, of the inhabitants is pastoral ; especially in the southern part of the Maenalus and the central ranges an astonishing number of sheep and goats are reared. The shepherds lead a half-nomadic life, often going down to the plains of Argolis for the winter. Cheese is largely made and exported to the coast regions. Vegetation of a southern character begins again in the valley of the Ladon in the west, which has extensive olive and mulberry groves.

Excluding the old eparchy of Kynouría (between Dolianá and Kosmás on the W. and Ástros and Leonídi on the Aegean on the E. : see Routes 62–4), which belongs to the administrative province, but is not geographically part of Arcadia, the population of the province in 1900 was about 134,000, of whom 56,000 lived in the plains and 78,000 in the mountain districts. (In 1889 the population was 75,000, divided between 32,000 plain-dwellers and 43,000 in the mountains ; but it has slightly decreased since 1900 owing to the very large number of emigrants to America, who have gone especially from the mountain districts.) The plains are among the most thickly populated regions of Greece. The large places in the mountains (such as Langádia, Demetsána, and Stemnítsa) owe their population largely to the hardships of Turkish rule ; the inhabitants sought refuge in their inaccessible villages from the Turks and continued there after the freedom of Greece had been obtained. Many, however, are driven to earn their living in the plains and more fertile districts, but they generally return with their gains to their own villages, which are in consequence surprisingly prosperous.

Apart from the high road followed by this route, communication between the villages is very bad (cf. Routes 91 and 92). The road makes a wide détour to the N. There are difficult bridle-paths going by a more direct route W. from Syllímná (mile 4) and Piána (mile 11) over the central Arcadian mountains. The road goes along the W. slopes of the Maenalus range, which is covered

with fir forests. In general the country is mountainous and barren, but there are a few cornfields and vineyards near the villages.

miles

0

Tripolitsá, alt. 2,175 ft. Road proceeds W. from the town and soon, after a wide curve to the N., ascends with many windings to the summit of a ridge, alt. about 3,300 ft., and then descends to the valley of the **Daviá**, one of the principal sources of the Alpheios (see Route 72 B, mile 43, and Route 85, mile 49). The Daviá always has water in it, and drives many mills. Its valley is about $\frac{3}{4}$ mile wide, fertile with cornfields and meadow land. The view from the summit of the ridge just crossed is remarkable, with the Maenalus mountains on the N. (the nearest summit is **Apáno Krépa**, alt. 5,115 ft.) and the forest-covered central Arcadian range across the Daviá valley to the W. The ridge marks the dividing line between the dry and desolate mountain regions of E. Peloponnese and the well-watered, forest-clad mountains to the W. On the slopes of Apáno Krépa is a monastery situated on a small terrace, where there is a spring, shaded by poplars and walnut-trees. Otherwise the mountains around are bare.

4

Road descends towards the W.

Syllímna S. of the road, alt. 2,952 ft. From here a bridle-path goes W. across the Daviá valley (alt. 2,460 ft.) and ascends the mountains on the W. The only village passed is **Chrysóvitsa**, $3\frac{1}{2}$ hrs. from Tripolitsá, alt. 3,620 ft., pop. 340, overlooking the Daviá. Hence a very fatiguing path leads through fir forests over the mountains to Stemnítsa (see below, mile 37), about 7 hrs. from Tripolitsá.

Road turns NW. and goes along the W. slopes of the Maenalus range, up the valley of the Daviá above its l. bank.

5½

Zarákova up a side valley to the r., pop. 260.

miles

7

Daviá on r. of road, pop. 370. The valley makes a wide bend to the W. up through a limestone ridge projecting from the central range.

Road continues NW. up a tributary valley and then up a ridge.

11

Piána on E. slopes of the ridge, alt. 3,610 ft., pop. 760, P. O. From here a path goes W. across the Daviá valley and the head of the Vytína valley (see below, mile 15), and then over the main central range to Demetsána (see below, mile 31½).

Road ascends almost due N. over the ridge, alt. 3,800 ft. The ridge and the mountains to the W. are barren; Mt. Maenalus on the E. and NE. is thickly wooded.

15

Alonístaina, alt. 3,690 ft., pop. 400, P. T. O.; an important point where routes from the large villages of W. Arcadia cross those from Tripolitsá and the plain of Mantinea. Immediately to the N. is one of the main peaks of Maenalus, alt. 6,132 ft.; to the E. is **Hágios Elías**, the highest peak, alt. 6,450 ft. The path to Mantinea goes over a saddle, alt. 4,600 ft., immediately S. of Hágios Elías to **Kápsia** (see Route 61, mile 53).

Road ascends NW. through fine fir forests to a saddle, alt. 4,314 ft.; then it descends NNW. to a wide hollow, which is the valley of the **Vytína** river, flowing N., one of the chief affluents of the Ladon (see Route 85, note at end). The Vytína and its tributaries have cut themselves deep beds in this valley, and flow through narrow rocky gorges at a much lower level than that of the fields and villages scattered throughout the basin.

20

Vytína, alt. 3,278 ft., pop. 1,450, P. T. O.; surrounded by fields and vineyards. A school of agriculture and forestry has lately been established here.

miles

Branch paths :

(1) E. up to a plateau, alt. 5,000 ft., at the N. end of the Maenalus range, and then steeply down to the plain of Orchomenus at **Levidi**, 8 miles (see Route 61, mile 53, and Route 91, mile 72). Maenalus is thickly wooded to a height of 5,300 ft.

(2) N. to **Granítsa**, alt. 3,032 ft., pop. 530, and then down the valley of the Vytína to join the Kalávryta-Tripolitsá path, $6\frac{1}{2}$ miles (see Route 91, mile $64\frac{1}{2}$).

Road turns W. and goes up the valley of a tributary stream on to a plateau. The barren slopes of Mt. **Argyrócastro** are to the N.; summit (alt. 4,751 ft.) is crowned with ruins of an old castle. To the S. is Mt. **Madará**, alt. 5,204 ft., one of the highest peaks of the central chain.

24½

Alt. 3,800 ft. Branch path N. to **Magoulíaná**, 1 mile, alt. 4,075 ft., pop. 900, P. T. O.; situated above the road on the slopes of Argyrócastro. It is the highest permanently inhabited village in the Peloponnese. It lies in barren stony surroundings; here and there on the mountain-slopes are a few poor cornfields; and a few fruit-trees (chiefly walnuts) grow between the houses, which are scattered about on the steep slopes. Lower down, near the road, are better cornfields and vineyards. The only advantage in the situation of this village was its security from the Turks; and its population, which was once from 4,000 to 5,000 in number, has now emigrated to more genial regions. Many of the houses are in ruins.

A path goes W. and N. from Magoulíaná to **Valtesínko** (see Route 91 (a), under mile $56\frac{1}{2}$).

Road turns SW. and begins to descend to the valley of the **Demetsána** (ancient Gortynius) river (see Route 85, mile $40\frac{1}{2}$).

miles

28½

Karkalouí, alt. 3,000 ft., a few chánia, and some mills driven by streams which rise here and form the principal source of the Demetsána. The valley is here well wooded.

Branch road to Langádia :

miles

0

Karkalouí. Road goes N. up the valley of the Demetsána, above the r. bank. The stream lies below to the r. On the other side to the NE. is Mt. **Korphoxyliá**, alt. 4,954 ft., just W. of Argyrókastro (see above, mile 20).

3½

Road turns W. and then makes a wide bend to the S. to cross a high ridge of the westernmost mountains of Arcadia, alt. about 4,000 ft. It then bends round to the N. again.

7

Road reaches the head of a wide valley, down which a stream flows W. past **Kalliáni** to the Ladon river (see Route 85, under mile 30). The valley lies deeply cut between mountains rising on either side to 4,300 ft. They form an outspread mass with few differences of summit-level, so that one might almost speak of a plateau, were it not for the many deep valleys which make it into a mountain wilderness.

Road goes W. above the r. bank of the valley.

8

Langádia, alt. 3,450 ft., pop. 4,650, P. T. O. ; the largest place in Arcadia after Tripolitsá, but with few of the characteristics of a town. It lies about 650 ft. above the valley, which is 2,800 ft. above the sea, on the steep r.-hand slope. The vine is almost

miles

miles

exclusively cultivated, especially on the slopes below the town ; but the region does not afford a livelihood for the population, many of whom emigrate to America ; they go also to the more prosperous parts of Greece, generally as masons or carpenters, and return only for the great festivals.

Branch paths from Langádia :

(1) W. down the valley past Kalliáni to the valley of the Alpheios at Anazýri, 15 miles, whence to Pýrgos via Olympia, 45 miles (see Route 85, under mile 30).

(2) A path to Kontovázaina runs as follows :

miles

0

Langádia. As by (1) as far as **Rekoúni**, 2 miles, whence it turns off NW. crossing a tributary valley, and then goes along the W. slopes of a limestone ridge.

5

5 $\frac{3}{4}$

Vyzítsi, pop. 1,300, P. T. O. Path goes N. **Vervítsa**, alt. 2,664 ft., pop. 2,000, P. T. O. Below the village the land is planted with vineyards, while all around are barren and stony, but not steep, limestone hills. To the N. of Vervítsa is Mt. **Hágios Geórgios**, alt. 3,425 ft., which commands a view of the whole surrounding country, and NW. of that is Mt. **Hágios Konstantínos**, alt. 3,488 ft., above the Ladon valley.

A branch path goes WSW. from Vervítsa down to the Ladon valley, crosses the river by the wooden bridge of **Melidóni**, alt. 538 ft., and ascends to **Chóra** (see Route 89 A, (b), under mile 40). The valley is here 300 yds. wide and planted with maize.

miles | miles

- From Vervítsa the path goes WNW. over a saddle to another deep valley falling W. to the Ladon, then on to a ridge with prickly oak on its summit.
- 9 **Spathári**, alt. 2,150 ft., pop. 590, P. T. O.; on a terrace above the **Ladon**. Path descends N. down to the river, which here changes its course from W. to S. and issues from a rocky gorge on the E. The walls are some 1,300 ft. high.
- 11 Path crosses the Ladon by a bridge, alt. 712 ft., and ascends steeply N. on to a plateau. By the bridge are the ruins of a mediaeval castle. In the valley to the E above the r. bank is **Divrítsa**, pop. 950, P. T. O.; and farther E. up a tributary valley is **Váchlia**, pop. 880, P. T. O. N. of the plateau is the mountain chain of **Hágios Pétros**, alt. 4,777 ft. A wide and fertile valley opens out.
- 13 **Kontovázaina** in the valley, alt. 2,290 ft., pop. 1,190, P. T. O. Corn, maize, vines, olives, and figs are grown here; the place is very remote from all traffic. A path goes from here NW. to **Paralongói** (see Route 89 A (b), under mile 40).

From Karkalouí road proceeds SW. down the deep valley of the Demetsána river, gradually bends round to the S., and then rises above the l. bank.

On the r. above the r. bank rises the **Chalasméno Vounó**, alt. 4,492 ft.

31½ **Demetsána**, alt. 3,143 ft., pop. 2,100, P. T. O., seat of a bishop, gendarmerie; situated above the river on a terrace crowned by the ruins of mediaeval fortifications. The town is a labyrinth of narrow

miles

streets at different levels. It was a place of considerable importance in Turkish times, and had a large Greek school and library; it became a centre of the national resistance to the Turks in 1821. Since then its population has declined, many of its inhabitants being compelled to seek their living elsewhere.

East of the town is a wide plateau rising to 4,000 ft.; to the W. below is the wild and narrow valley of the river, alt. 2,802 ft. About $\frac{3}{4}$ mile S. of the town in the valley are a few cornfields, and many vineyards yielding an excellent wine.

Branch paths :

(1) The old mule-track across central Arcadia, past **Zygovísti**, pop. 550, about $1\frac{1}{2}$ mile ESE. of Demetsána on the plateau above, to Piána (see above, mile 11).

(2) W. steeply down to the valley, crossing the river by a bridge, and up the other side to **Zatoúna**, and from there W. to the Alpheios valley at Anazýri, 10 miles, and so to Pýrgos, 40 miles (see Route 85, mile 30).

Road continues S. above the l. bank of the Demetsána. It bends round to the E. into a side valley, crosses the stream by a bridge, and continues S. again along the W. slopes of Mt. **Klinítsa**, alt. 5,079 ft. It still runs high above the principal valley.

37

Stemnítsa, alt. 3,530 ft., pop. 2,110, P. T. O.; finely situated on the mountain-side, with a narrow gorge running through it. Like Demetsána its population is declining through emigration to other parts of Greece and abroad. There is a branch path E. over the thickly wooded mountains of central Arcadia to Chrysovítsa and Syllímna (see above, mile 4).

miles

Road goes S. across two bridges, and reaches another narrow valley falling SW. to the Demetsána river.

39 Road bends round SW. down this valley on the l. bank.

40 Branch road E. and then S. to **Moulátsi**, $2\frac{1}{2}$ miles, alt. 2,000 ft., pop. 800, P. O.; a prosperous village but with a poor water-supply. A bridle-path descends from here S. to the plain of Megalópolis.

Road continues, descending with many windings now above the Demetsána river, now turning E. to cross a ravine, down which flows a tributary stream to the Demetsána. On the opposite side of the main valley is **Atsícholo** (see Route 85, mile $40\frac{1}{2}$).

47 $\frac{1}{2}$ Bridle-path from Atsícholo and Pýrgos (Route 85) comes in from the N.

Road reaches the valley of the **Alpheios**, and proceeds up the r. bank to **Karýtaina**.

49 **Karýtaina** (see Route 85, mile 43). Hence through the plain to Megalópolis as by Route 85, miles 43-52 $\frac{1}{2}$.

58 $\frac{1}{2}$ **Megalópolis**.

ROUTE 88

PATRAS—GASTOÚNI—PÝRGOS, 62 miles

Coast road, nearly level the whole way. It is metalled as far as **Káto Acháia** (mile $13\frac{3}{4}$); from there to **Lechainá** (mile 37) it is an unmetalled cart-track, usually passable for light vehicles, though the ground through which it goes is marshy. From **Lechainá** the metalled road begins again and continues to **Pýrgos**. It is doubtful if there are any bridges over the smaller streams, but the **Kamenítsa** (mile $12\frac{3}{4}$) and the **Gastóuni** (mile $41\frac{1}{4}$) both have bridges (the latter of iron). The railway runs roughly parallel to

the road ; the bridges carrying it over the streams take foot-passengers.

The road goes through the coast plain, close to the shore as far as Káto Acháia ; from this point it is at some distance inland. The plain, which varies greatly in breadth, is throughout very fertile. Currants are chiefly grown, but there are also many cornfields, vineyards, olive groves, and orchards ; and maize is found in the more swampy parts. Between Káto Acháia and Manoláda there are extensive oak forests, through which go the road (a muddy track) and the railway. West of the oak forests nearer the sea are large pine woods. At many parts along the route, notably in the oak woods and between Amaliás and Gastouíni (miles $32\frac{3}{4}$ and $43\frac{1}{4}$), are extensive pasture-grounds, where large numbers of cattle, sheep, goats, and horses graze. The plain is thickly populated, and many large and prosperous villages are passed.

To the l. of the road, at a varying distance from the sea, rises a low plateau intersected by many valleys and ascending gradually to the mountains inland. This is mostly given up to grazing ; there are large tracts growing bushes and asphodels. Some cornfields and vineyards are found near the villages ; but the latter are few and small.

Right and left of the main road are parallel unmetalled cart-tracks connecting the villages of the plain with each other. These are passable for vehicles in dry weather.

The Coast.—From Patras a low shore, generally sandy, trends SW. for about 8 miles, then NW. for about 12 miles, terminating in Cape Pappás, a low shingle spit. Immediately S. of this for about 3 miles extend low rounded hills, the Mávra Vouná (see below, mile $13\frac{3}{4}$). South of this the country is low, and the shore sandy for about $3\frac{1}{2}$ miles to Kounoupéli point, a rocky isolated height, where timber from the oak and pine forests inland is loaded in the summer (see below, mile $13\frac{3}{4}$). The shore continues low and sandy as far as Cape Glaréntsa (see below, mile $39\frac{1}{4}$). About half-way is the large salt-water lagoon of Kotíki (mile $28\frac{1}{2}$). At Glaréntsa village

there is excellent anchorage in summer. South of Cape Glaréntsa there is a cliffy coast with a sandy shore for 6 miles, backed by the rocky Mt. Chlemoútsi. From there the shore is low and sandy throughout except for the last 4 miles, which are rocky and terminate in Cape Katákolo (see Route 84).

miles

0

Patras (Pátrai or Pátra), pop. 38,575, P. T. O., C. H., seat of Nomarch of Elis-Achaia, of Demarch, and of an archbishop ; head-quarters of gendarmerie ; hospitals, orphanage, and many large schools. The town, which had suffered greatly from earthquakes as well as from numerous wars and revolutions, has been practically rebuilt since Greece became independent. It has broad, straight streets, many of them with arcades ; there are three principal squares. Behind the town rises a rocky hill, on which is the old Frankish castle, now used as a prison. Electric tramway in the principal streets ; the power-station is 1 mile S. of the town near the main road. There is an excellent water-supply from springs behind the town. Large plains cultivated as vineyards extend on either side of the town ; and many of the merchants have villas in the country to the N. or S.

Patras is the largest town in the Peloponnese, and the fourth largest in the kingdom (i. e. after Athens, Salonica, and Piraeus), and in commercial importance it ranks next to Piraeus and Salonica. There are several factories, including tobacco factories, flour and saw-mills, in the town. It is the centre of the currant trade and of the whole agricultural district of NW. Peloponnese. The principal exports are currants (120,000,000 lb. yearly, more than half the total export), sultanas ($5\frac{1}{2}$ million lb. in 1913, nearly the whole export), wine (700,000–900,000 gallons yearly), valonia acorns, hides, tobacco, and olive-oil. The chief imports are machinery, linen goods, cereals, and coal.

miles

The harbour, which faces WNW., is formed by three moles about 500 yds. apart, extending at right angles to the quay, and fronted by a breakwater 1,000 yds. in length. This breakwater is distant about 1,000 yds. from the ends of the moles. Vessels drawing not more than 22 ft. can enter the harbour. It is proposed to prolong the breakwater 800 yds. in a northerly direction, and to construct additional harbour works on the shore abreast. This extension has not yet been commenced, but the ground for about 150 yds. along the shore, and 50 yds. broad, NE. from the northern mole, is being levelled, probably for warehouses.

Besides the main quay running along the shore, the three moles afford quayage: Hágios Nikólaos in the centre, about 60 ft. broad and 900 ft. long; the S. mole, 690 ft. long; and the N. mole, about 420 ft. long. A wooden jetty, 45 ft. long and 30 ft. wide, projects on the N. side of the S. mole. Practically all loading and unloading is done in lighters. Vessels usually moor with their sterns to the moles. Strong SW. winds sometimes interrupt loading or unloading.

There is a crane capable of lifting 10 tons.

There are some boiler-works $\frac{3}{4}$ mile S. of the town on the coast road, capable of making small castings and effecting small repairs to hull and machinery. They have their own electrical plant. Big timber is available from the saw-mills in the town.

There are 3 steam tugs for towing, 90 lighters of from 10 to 40 tons' capacity, and one small dredger.

Two private firms usually keep a stock of 1,000 tons of Welsh coal each. There is no Government stock.

Good water may be obtained in 10 to 15-ton tank lighters, or at Hágios Nikólaos mole.

For railway stations see Appendix.

miles

Road and railway leave the town SSW. along the shore, the road being between the railway and the shore. On the l. of the road are several villas belonging to the merchants of Patras. The electric tramway runs along the road as far as Itiá (mile $1\frac{3}{4}$). On the l. is a wide plain sown with currant vines ; beyond are the heights of the **Voïdiás** range (summit ESE. of Patras, alt. 6,322 ft.). Away to the S. is Mt. **Olonós**, alt. 7,297 ft.

 $\frac{3}{4}$

Small boiler-works, with electric plant.

1

Electric power-station for the tramway and lighting system of Patras.

 $1\frac{3}{4}$

Itiá. Tramway ends.

3

Road crosses the **Léfka**, a mountain stream, not far from its mouth.

 $3\frac{1}{4}$

Road crosses railway, which now runs between the shore and the road. The shore has a range of sand-dunes.

 $4\frac{1}{2}$

Mintflogli railway station.

Branch road E. to the village, $\frac{1}{2}$ mile, pop. 700, and thence to join the Patras-Kalávryta road, 2 miles (see Route 91, mile $4\frac{1}{4}$). Road and railway turn along the shore to WSW. The hills, alt. about 450 ft., come down to the sea, leaving room only for a narrow coast plain, also planted with currant vines. Farther on cornfields and bushes are found. The hills decline in height towards the W. The **Kamenítsa** flows in its lower course nearly parallel to the shore, and between it and the shore the hills end in a low plateau, 230 ft. high.

6

Monodéndri, pop. 150. **Vrachnéika** (Hágios Vasílios) on the hills to the l., pop. 1,430, P. O.

 $8\frac{1}{4}$

Branch path S. to Santaméri (Route 89 B).

 $8\frac{1}{2}$

Tsoukalá railway station. Village on the hills to l., $1\frac{1}{2}$ mile, pop. 380, P. O. Road is now running due W

10

Therianouí on the l., pop. 200.

 $11\frac{1}{4}$

Alyssós, alt. 220 ft., pop. 1,310, P. O. : situated on

miles

the plateau mentioned above, between the Kamenítsa and the shore.

11½ Road crosses railway.

12¾ Road and railway (each by its own bridge) cross the Kamenítsa river, which here makes a sharp turn N. to the sea. It is often a considerable stream, and always has water in it. Foot-passengers can cross it by the railway bridge also. The plateau continues on the other side of the river about 80 ft. above the sea.

Road crosses railway again.

13¾ **Káto Acháia**, alt. 80 ft., pop. 1,600, P. T. O., C. H. **Áno Acháia**, pop. 580, formerly the more important village of the two, lies on the hills 3 miles to the S. These two villages have preserved the name of the ancient district of Achaia. Below the edge of the plateau on which lies **Káto Acháia** is a narrow alluvial plain formed by the Kamenítsa, planted with currant vines.

Road and railway gradually leave the shore, continuing in a W. direction across the level and cultivated plain. The railway is between the road and the sea. The coast bends WNW. to Cape Pappás.

15 Road becomes an unmetalled track.

Among the cornfields a few oak-trees begin to appear, and soon form a wood, which covers the whole plain from here to the **Mávra Vouná** near the coast, S. of Cape Pappás. The track and railway bend round SSW. through the wood, the road in this section being in bad condition. Between the trees of the forest grass grows luxuriantly in the spring, and scattered about the wood are the tents of the nomadic shepherds, who spend the winter here with their flocks and herds. When the grass dries in summer they seek the heights of Mt. Voídiás above Patras. At the Mána river, a narrow sluggish stream, but very deep and never

miles

lacking water, which flows into the sea south of the Mávra Vouná (see below, mile $22\frac{1}{2}$), the high dry ground and the oak wood cease, and a large marshy plain begins. This stretches from the oak forest on the E. to pine woods on the W. near the coast, and from Mávra Vouná to Manoláda on the S. (see below, mile $27\frac{3}{4}$), a width of 1 mile, and a length of $7\frac{1}{2}$ miles. At the close of the rainy season there are here large shallow pools of fresh water, which dry up in summer and then become full of salt water. Corn and currants are cultivated wherever the ground is not under water. In the middle of this marshy district is the village of **Péra Metóchi**, pop. 500 (see below, mile $22\frac{1}{2}$), on alluvial soil. A path goes through the marshes, with the oak forest on the E., to the Mávra Vouná, which rise steeply from the plain to a height of 797 ft. There are ruins of a castle (partly of classical, partly of mediaeval origin) on a southern spur of the hills. Between the hills and the coast on the NE. is Lake Kalogriá, with large stocks of fish. In a large clearing on the E. slope are the villages of **Kérbesi**, pop. 190, and **Karavostási**, pop. 120. At the mouth of the Mána there are staked nets to catch the fish, which breed in Lake Alí Tselepí, on their way to the sea. It is possible to cross the river on foot by scrambling over the stakes. Horses must swim the river. West of the lake is a belt of sand-dunes separating it from the sea; on this is a fine forest of pine-trees. The belt is rather more than a mile wide.

At the southern end of the marshes is Lake Alí Tselepí (see below, mile $22\frac{1}{2}$), and a stream called the **Langáda** flows from it N. to join the Mána near the sea; it is about 13 ft. deep and can be crossed only by another line of staked nets near its junction with the Mána. West of Lake Alí Tselepí the sand-dunes

miles

end suddenly in a small rocky hill, alt. about 160 ft., which juts out W. into the sea and affords shelter for a small harbour, called **Kounoupéli** (C. H.), used by wood-cutters in the summer. There are no houses near. There are sulphur springs here, used by the peasants for their healing properties. The pine forest along the coast extends S. to Manoláda.

The whole of this estate, called Manoláda, with its forests, was presented by the nation in 1888 to ex-King Constantine when he was Crown Prince.

18½ Track and railway bend SSW. Branch track continues W. to Kérbesi and Karavostási, 2½ miles (see above).

20 **Sagéika**, pop. 370, P. O. Away to the SE. beyond the low hills are the **Móvri** mountains, and behind them Mt. **Santaméri** (see Route 89 B).

22 **Láppa**, pop. 100. Track leaves the oak forest and reaches marshy ground.

22½ Track crosses the **Mána**. Péra Metóchi (see above) is 1½ mile WNW.

Track passes Lake **Alí Tselepi** on the r. Important fisheries.

25 **Alí Tselepi**, pop. 140. Track crosses railway, and both make a slight bend to the W. Railway is now on the l.

A cart-track continues straight on and rejoins main road at Retóuni (see below, mile 32¾).

27¾ **Manoláda**, pop. 1,000, P. O. There is a steam saw-mill here. On the r. is a wide grassy plain covered with asphodels and affording good grazing. On the l. is a fairly fertile plain covered with currant-plantations and asphodel-fields used for grazing. Beyond is the low plateau, covered mostly with asphodels, with a few scattered oak and olive-trees, and sloping gradually up to the Móvri mountains. On the edge of the plateau, about 3 miles SE. of Manoláda, is the

miles

village of **Psári**, pop. 670. Farther E. are the small villages of **Mataránga**, pop. 120, and **Spáta**, pop. 180; while to the N. are the villages of **Riólo**, pop. 560, and **Boukoura**, pop. 650. The plateau is very scantily inhabited.

Track and railway continue S.

28½

Track crosses the **Vérge** flowing SW. into Lake Kotiki (see below).

Track crosses the railway, and together they continue S.

29½

Track crosses another stream flowing W. to Lake **Kotiki**. This lake is a large salt-water lagoon, about 3 miles long from N. to S., lying to the W. of the road, with salt-pans and fisheries. Like the lagoons between Kyparissía and Pýrgos (see Route 83), it is separated from the sea by a narrow bank of sand. Here this bank is bare, the pine forest ending N. of the lake.

Track crosses several small streams all flowing into the lake. The plain, which is bounded on the E. by a plateau about 160 ft. high, is covered with asphodels and serves as pasture-ground in winter and spring. No inhabitants are met with save the shepherds. The only village is **Kapelétou**, pop. 480, 2½ miles E. of the road.

31

Cháni of **Kourtézi**.

32¾

Retoúni, pop. 380. South of Retoúni is a large area which is marshy and covered with reeds and other water-plants. The railway crosses the track again and makes a bend to the E. to avoid the marsh, keeping near the edge of the plateau.

An alternative route, unmetalled as far as Sabánaga (see below), follows the railway for a short distance, and then continues in a general S. direction E. of the main road, rejoining it at mile 51. The country

miles

becomes much more fertile, and is thickly populated. This alternative route goes as follows :

miles

0 **Retoúni.**

2½ End of the marshy country. **Básta**, pop. 140, is to the E. Railway turns W. to Lechainá, 3 miles (see below, main road, mile 37).

Track continues S.

5½ **Traganó**, pop. 900. **Markópoulo**, pop. 140, lies ½ mile to the E. Track bends SW.

7½ Track turns S. and crosses the Gastoúni (see below, main road, mile 41½). On the S. bank is **Sabánaga**, pop. 610. Road goes SSE. The country here is covered with currant-plantations; the ground is considerably higher than the coast plain.

8½ **Keleví** on the l., pop. 260.

9 Road crosses road from Gastoúni on the W. to Bouchióte on the E. (see below, main road, mile 43½, and Route 90, mile 2½).

14 Road crosses **Kourlésa** stream, which has a bed 10 ft. deep.

15 **Amaliás**, alt. about 200 ft., pop. 8,500, P. T. O., C. H., gendarmerie; a prosperous town formed by the union of the two villages Kalítsa on the N. and Dervitselepí on the S. 2½ miles NE. is **Geráki**, pop. 360.

The railway approaches the road on the r., and together they bend round SW., crossing the **Palóuki** stream. At its mouth is the small port of Amaliás, usable only in fine weather.

16½ **Kardamá**, pop. 530. Road is going over undulating country down to the coast plain.

17½ Road rejoins main route.

miles

- From Retoúni main route crosses the marsh SW.
- 35 End of the marsh. The character of the country changes. There are still some patches of swamp, and grazing-ground, but chiefly cornfields, vineyards, and currant-plantations are found; there are many prosperous villages, surrounded by olive groves.
- 37 **Lechainá**, pop. 2,900, P. T. O. Glaréntsa (see below) serves as its port. Railway comes in from the E. and crosses the road, which is metalled from here to Pýrgos. Branch road SW. to Souleimánaga and Glaréntsa (see below).
- Road and railway go S., the railway on the r.
- 39½ **Andravída**, pop. 3,340, P. O.; the name is a corruption of Andréville. In the Middle Ages it was the seat of government for the Frankish principality of the Morea. There are some remains of a Gothic church of St. Sophia, almost the only remains of Gothic architecture in Greece.

Branch track, unmetalled, goes WNW. The plain is very fertile. The track goes as follows:

miles

- 0 **Andravída.**
- 2 **Souleimánaga**, pop. 1,100. 1½ mile WSW. is **Neochóri**, pop. 500. Track goes W. approaching the coast. The railway from Kavásila (see below, mile 41½) approaches on the l.
- 6 Track and railway go between the shore on the r. and Mt. **Chlemóútsi** on the l. (see below).
- 7½ **Glaréntsa** (Kylléne), pop. 630, P. T. O., C. H.; the port for Lechainá. A small but animated town, situated on the shore of a harbour, which is a port of call for coasting steamers, and which exports currants in the

miles

miles

season. It is open to the N., but protected on the W. by a low hill. The anchorage off the town in 5 fathoms is excellent in summer. A mole about 750 yds. long curves from NE. to SE., forming the small harbour. The produce of the neighbourhood is principally shipped from here to Zante. Olive and lemon-trees grow near the town.

A path goes up the hills to the S.; numerous well-watered valleys run W. to the coast, which is rocky here; in these lemon and orange-trees are grown, while the heights are covered with bushes and are used for grazing. In the centre of the fairly level plateau on the top rises a round mass of rock 130–150 ft. high, 741 ft. above the sea. On this stand the imposing ruins of the **Kástro Chlemoútsi** (called Castel Tornese by the Franks), one of the strongest mediaeval fortresses in Greece, where the Villehardouin dynasty reigned for many years. At the foot of the rock to the W. is the village of **Kástro**, pop. 500. To the S. is **Lygiá**, pop. 160. Down a valley to the SW., near the sea-shore, are the hot sulphur baths, called **Líntzi** or **Loutrá Kyllénes**, much visited in the summer (P. T. O.). There are some hotels here. A railway line goes from **Loutrá** to **Káto Kavásila** joining the line to **Glaréntsa** at **Vartholomió** (see below, mile 41 $\frac{1}{4}$). A track goes back from **Lygiá** to **Vartholomió**.

Road and railway continue S.

41 $\frac{1}{4}$

Káto Kavásila, pop. 760, on the r. bank of the **Gastoúni** river. The river flows in a deep and

miles

narrow bed about 16 ft. below the level of the plain, and is always full of water.

A branch road goes parallel to a branch railway line W. and WSW. along the r. bank to **Vartholomió**, pop. 3,120, P. T. O., whence unmetalled tracks and the branch lines go across the plain N. and W. to Glaréntsa, and W. to Loutrá (see above). The plain is fertile and fairly dry, as the surface waters are drained off into the deep bed of the Gastoúni. All around are currant-fields with a few olive-trees. A slight rise in the ground shuts off the plain of Vartholomió and the Gastoúni from the plain of Lechainá in the N.

Road crosses the Gastoúni by an iron bridge, near the railway bridge; both road and railway continue S., the railway being now on the l.

43½

Gastoúni, pop. 2,580, P. T. O., the chief cattle-market of the Peloponnese; a town of Frankish origin (Gastoigne). It lies in the most fertile part of the northern plain of Elis. The soil, which is of loam, is nearly 50 ft. deep; this is almost unparalleled in Greece. There are no swamps as the streams flow through beds several feet deep in the plain. SW. of Gastoúni currants are grown, protected from the sea by high sand-dunes. To the SE. corn is chiefly grown; there is also a certain amount of grazing-ground, on which horses and cattle are reared. Branch road E. up the valley of the Gastoúni river (Route 90).

Road goes SSE. Railway leaves the road, going SE. to Amaliás (see above, under mile 32¾).

46½

Savvália on the l., pop. 900. One mile ENE. near the railway is **Karagioúzi**, pop. 480. 1½ mile SW. is **Selím Tsaóúsi**, pop. 350.

miles

47 $\frac{1}{4}$ **Roviáta**, pop. 350. On the l. of the road currant and corn-fields alternate with grazing-ground.

51 Branch road from Retoúni via Amaliás (see above, under mile 32 $\frac{3}{4}$) comes in from the NE.

Road crosses railway, which proceeds SSW. and then along the coast. Road goes SE. over undulating ground; one or two valleys are crossed; on the hills is grazing-ground. Road then ascends to a plateau, which extends W. and S. to the plain of Pýrgos.

53 $\frac{1}{2}$ **Mesolongáki** (Dounéika), alt. 350 ft., pop. 510. From the plateau one can see on the S. the whole plain of Pýrgos covered with currant-plantations; at the foot are several springs, and, near by, many villages surrounded by olive-trees and orange and lemon groves.

55 Branch path E. to **Alpochóri** (Aloupochóri), 1 mile, alt. 360 ft., pop. 770, thence along the rim of the plateau, through some pine woods, NE. to **Voúnagro**, 2 miles, pop. 930 (see below, mile 57 $\frac{1}{2}$), and **Phonaítika**, 2 $\frac{1}{2}$ miles, pop. 230. Path turns E. over a ridge to a wide valley and reaches **Malapási**, 3 $\frac{3}{4}$ miles, pop. 440. Most of the population of these villages has come from the mountain districts of Arcadia. One of the hamlets of Malapási, for instance, is called Magoulia-nítika, the inhabitants being from Magoulíaná in Arcadia (see Route 87, mile 24 $\frac{1}{2}$).

A carriage-road goes S. from Malapási to **Rómesi**, 1 mile, pop. 560, **Hágios Geórgios**, 2 $\frac{3}{4}$ miles, pop. 550, and Pýrgos, 5 miles.

Road descends to the plain.

56 $\frac{3}{4}$ Branch road W. to **Myrtiá**, 1 $\frac{1}{2}$ mile, pop. 1,000.

57 $\frac{1}{2}$ Branch road NNE. to Voúnagro, 2 miles (see above, mile 55). **Tsógia**, pop. 620, is 1 $\frac{3}{4}$ mile E. of the road.

59 **Lastéika** on the l., pop. 500. The railway ap-

miles

proaches the road again on the r. and runs parallel with it to Pýrgos.

Branch road, crossing the railway, W. to **Skourochóri**, $2\frac{1}{4}$ miles, and the Pýrgos—Kátakolo road (see Route 84, under mile 3).

62 Road and railway bend round ESE.
Pýrgos (see Route 83).

ROUTE 89

PATRAS—PÝRGOS (INLAND ROUTES)

A. *Via* TRIPÓTAMA, 74 miles

As far as Vlása (mile 26) by the carriage-road from Patras to Kalávryta (Route 91). Thence it is a mountain path up a valley between Mt. Olonós and Mt. Kallíphonoi, over a pass more than 4,600 ft. high, down to the upper valley of the Doána, a tributary of the Alpheios (see Route 85, mile 24). It continues down the valley for some distance, then crosses the plateau country known as Kapéllis, which extends for some distance N. of the Alpheios valley. At Doúka (mile $55\frac{1}{4}$) near the southern end of the plateau a carriage-road begins, and afterwards joins the Pýrgos—Olympia road (Route 85). From Tripótama (mile $38\frac{1}{2}$) branch paths lead off SE. to Kontovázaina and Langádia in Arcadia (see Route 87, under mile $28\frac{1}{2}$), and S. between the Doána and the Ladon to Chóra and Bélesi (see Route 85, mile $24\frac{1}{2}$); a third goes NE. to Kalávryta.

The country through which the route passes after leaving the Patras—Kalávryta road is steep and mountainous, and the path is difficult. Only one or two large villages are passed, notably Livártzi and Dívre. There are large fir forests on the mountain-slopes. South of Dívre the route is

easy across the plateau; the plateau is covered with an immense oak forest. Cultivated ground is found only in the narrow river-valleys near the villages.

Besides this track and Route B there is a third, a little-used path across the hill country W. of Mt. Olonós, which would serve as a route between Patras and the S. (see Route 90, under mile 26½).

miles

0 **Patras.** Hence to mile 26 as in Route 91.

26 **Vlásaia**, alt. 2,316 ft. Road becomes a path and goes S. up the valley of the stream crossed by the road just before reaching Vlásaia. On the r. are the main summits of the **Olonós** range, alt. 7,297 ft.; on the l. is Mt. **Kallíphonoi**, alt. 6,555 ft. The slopes of both mountains are covered with fir-trees, those on Mt. Kallíphonoi being especially fine.

29 Alt. 2,900 ft. Path divides, the two branches crossing by different passes to reach Tripótama.

(a) WESTERN BRANCH

Path goes up the valley SSW. between Mt. Olonós on the r. and Mt. **Machairá**, alt. 6,165 ft., on the l.

31½ Summit of pass, alt. 4,626 ft. Path descends very steeply down the valley of a stream flowing S. to the Doána. The valley is for the most part narrow and rocky; the mountains rise to a great height on either side.

33½ **Poretzouí**, alt. 2,450 ft., pop. 370.

36½ **Nousá**, pop. 440, is 1½ mile to the W. up a tributary valley. The valley now widens out and is cultivated. Oak-trees are scattered here and there.

38½ **Tripótama** ('Three Rivers'), alt. 1,709 ft., pop. 220; situated near the junction of three streams which unite to form the **Doána**. Cháni at the junction. A large fair is held here every 23rd August (O.S.), to which the peasants from the surrounding country come. The ruins of the ancient Psophis lie to

miles

the N. in the angle between two of the three streams.

For paths leading from Tripótama see below, alternative route (b), mile 40.

(b) EASTERN BRANCH

Path goes up S. over a ridge between Mt. Kallíphonoí on the l. and Mt. Machairá on the r. Fir forests on both sides of the path.

30½ Summit of pass, alt. 5,250 ft. Path descends S. down another small tributary of the Doána.

34 **Livártzi**, alt. 2,818 ft., pop. 1,000, P. O.; divided into two parts by a torrent-bed. The houses are scattered among tall trees. Corn, wine, and tobacco are grown, the latter being manufactured into snuff by many mills in the village. Cheese is also largely made, and there is a small industry in rush mats.

Path continues S. down the valley, which becomes wider and is cultivated.

35 Branch path N. up a side valley to **Lechoúri**, 3 miles, pop. 460.

37 Alt. 2,028 ft. Path reaches the **Doána** valley, and proceeds down it SW. This valley is also well cultivated.

40 Cháni of **Tripótama**.

Several paths branch off here, making Tripótama an important centre of communication :

(1) NE. up the valley (down which comes the path from Livártzi), above its l. or E. bank, crossing a ridge, the watershed between the Doána and the **Kalávryta** river, which flows into the Corinthian gulf. The path descends to **Syrbáni**, about 11 miles (see Route 92, mile 9). About half-way to Syrbáni a path branches off E. up a tributary valley of the Doána to **Agrída**, 7 miles, pop. 320, and **Sopotó**, 8½ miles, alt. 2,979 ft., pop. 660, P. T. O. (see Route

miles s

92, mile 13). From Sopotó and Syrbáni paths go to Kalávryta (see Route 92).

(2) ESE. up the valley of the third stream that unites at Tripótama to form the Doána. This valley is throughout well cultivated, and many villages lie on either slope. To the S. is Mt. **Hágios Pétros**, alt. 4,777 ft., on the other side of which is Kontová-zaina (see Route 87, under mile 28½). The path is as follows :

miles

2½

Cháni of **Lópesi**. Up a side valley to the NE. is **Versítsi**, 2 miles, pop. 510, and **Aléstaina**, 3 miles, pop. 270.

4

Dechoúni on the S., pop. 260.

6

Skoúpi 1½ mile NNE., pop. 570.

7½

Path reaches summit of low ridge, alt. 2,150 ft., separating the Doána basin from that of the **Ladon**. **Vesini** ½ mile to the S., pop. 410.

Path leaves the valley of a stream flowing E. to the Ladon, and goes ESE. along the higher slopes to Strézova.

11

Strézova (see Route 92, mile 19½).

(3) Crossing the Doána just below the junction of the rivers (from here to its junction with the Alpheios (see Route 85, mile 24) it is the boundary between the provinces of Elis-Achaia and Arcadia), path goes SSW. on a terrace high up above its l. or E. bank. Many springs flow down into the river. Mt. **Hágios Pétros** is on the l. of the path. Path proceeds as follows :

miles

3½

Paralongoi, alt. 2,200 ft., pop. 630.

Path turns SE. away from the Doána valley across a ridge, alt. 3,400 ft., to Vele-máchi.

miles	miles	
	6	Velemáchi , alt. 2,900, pop. 880, P. T. O., at the head of a valley falling S. to the Ladon; farther down the valley to the SW. is Kardarítsi , pop. 500. Path goes along the S. slopes of Hágios Pétros to Kontovázaina .
	9	Kontovázaina . Thence to Langádia (see Route 87, under mile 28½).

(4) As far as **Paralongói** by (3) above; thence path continues down the valley of the **Doána**, still high up above the stream, and runs as follows:

miles	
7½	Vydiáki , alt. 2,100 ft., pop. 600. Path proceeds S. across the plateau which divides the Doána and the Ladon valleys, similar in height and formation to the plateau W. of the Doána (see main route below). The two rivers get closer together as they flow S. till they are less than 2 miles apart at their junctions with the Alpheios . The plateau becomes gradually lower in height. On the l. of the path near the head of a stream flowing into the Ladon is Monasteráki , pop. 700, P. O. The plateau is covered with thick bushes, myrtle and laurustinus , growing to a height of 10 ft. The Ladon valley is wider and more fertile than that of the Doána .
13½	Ráchais , alt. 1,700 ft., pop. 590, P. T. O.; on the edge of the plateau overlooking the Ladon .
14¼	Chóra , alt. 1,503 ft., pop. 600, P. T. O. The sides of the Ladon valley are covered with cornfields, vineyards, and mulberry-trees. A path goes from Chóra across the Ladon (here about 100 yds. wide and divided into three branches, about 3 ft. deep in

miles	miles	
		spring) to Kalývia and Palóumba (see Route 85, under mile 30) ; another path goes NE., crossing the river by a bridge, to Vervítsa (see Route 87, under mile 28½).
		Path continues S. between the two rivers, through a fine oak forest.
	21½	Bélesi situated between the Alpheios, the Doána, and the Ladon, on the path from Pýrgos to Megalópolis (see Route 85, mile 24½).
		[Mileage continued from Route (a).]
		Main path goes SW. from Tripótama, above the r. or W. bank of the Doána. The river goes through a narrow winding gorge ; the mountains on either side rise to nearly 3,000 ft. above the bottom of the valley. The path is on a kind of terrace.
40		Bostenítsa , pop. 540, is up a small valley to the r.
44		Branch path N. up a narrow valley to Dívre , 2 miles, alt. 2,600 ft., pop. 1,620, P. T. O. ; a village consisting of 6 hamlets situated on the slopes of Mt. Ástras , and surrounded by fine trees. The summit of Ástras , alt. 5,889 ft., is NNW. of the village.
		Path from Gastoúni (Route 90) comes in from the W.
		Path continues SW., gradually leaving the Doána valley and crossing the great plateau of Kapéllis , which extends S. from the foot of Mt. Ástras to the Alpheios valley. This plateau descends in height from 2,600 ft. in the N. to 1,300 ft. in the S. On the E. it descends steeply to the Doána, and continues at much the same height between the Doána and the Ladon (see above). The northern part of the plateau is covered with cornfields. South of these begins the oak forest.
49½		Koúmani , alt. 2,400 ft., pop. 890, P. T. O. ;

miles

situated on a kind of peninsula stretching W. between two streams which have cut deep valleys for themselves 650 ft. below the level of the plateau. The streams are the sources of one of the two main branches of the **Gastóuni** river (see Route 88, mile 41½, and Route 90), called the Elean Ladon by the ancients, to be distinguished from the Ladon which falls into the Alpheios. Both valleys have a luxuriant vegetation of oaks and evergreen bushes.

A branch path crosses the point where these two valleys unite and ascends the plateau to **Andróni** (surrounded by cornfields), 1½ mile, pop. 730, P. T. O. To the S. on the other side of the valley is another village, **Giármena**, pop. 360. From **Andróni** a path goes W., N. of the main valley, through oak forests and past several springs to the edge of the plateau, where the stream turns N. Alt. of plateau here 1,640 ft., alt. of stream 920 ft. The oak forest ends. The path then crosses the stream WSW. and ascends again through cornfields and pine-trees to **Mouzáki**, about 9 miles from **Andróni** (see Route B below, mile 40½).

Another path goes through **Giármena** S. of the river to **Goúmero** (6 miles from **Giármena**), alt. 1,550 ft., pop. 790, thence SW. down to the **Lestenítsa** valley at **Karátoula**, 11 miles (see Route B below, mile 45).

Main path goes S. from **Koúmani** across the level plateau, which is covered by the extensive oak forest. The forest has been badly damaged by fires, but is still one of the finest in Greece. It comes to an end just N. of **Douka**.

55½

Douka, alt. 1,950 ft., pop. 600, P. T. O. ; here there are a few pine-trees.

r miles

Branch path goes N., then W. down a valley with many springs, shaded by planes, pines, and ilex-trees to **Kakolentzi**, 3 miles, alt. 1,073 ft., pop. 360, where there are more springs; thence WSW. down the valley through pine woods, past **Chelidóni** (which is to the S.), pop. 780, to **Lantsói** (see Route B below, mile $47\frac{1}{2}$).

Path becomes a road and goes SE. to **Lála**.

57 **Lála**, alt. 2,146 ft., pop. 520, P. T. O; situated on the S. edge of the plateau.

Branch path E. across the plateau, which is here covered with thick bushes only, to **Nemóuta**, 4 miles, pop. 800, P. O., a village surrounded by cornfields and overlooking the Doána river; whence the path goes S. to **Áspra Spítia**, $10\frac{1}{2}$ miles (see Route 85, mile 23).

Road bends WSW., descending the lower slopes of the plateau, past pine woods, above the valley of the **Cladeos** river (see Route 85 (a), mile $10\frac{1}{4}$), and then turns S. down the valley, finally turning W. and crossing the river.

63 $\frac{3}{4}$ Route joins road from Olympia to Pýrgos (see Route 85 (a), mile $10\frac{1}{4}$). Olympia is $1\frac{3}{4}$ mile to S.

Road goes WNW. through fertile country covered with currant-plantations, extending S. to the **Alpheios** river, as by Route 85 in reverse direction.

64 $\frac{3}{4}$ **Plátanos**.

65 **Kriekoúki**. Road goes W., and then ascends a ridge, about 350 ft. high, and descends to the fertile valley of the **Lestenítsa**.

69 $\frac{1}{4}$ Road crosses the Lestenítsa. Road N. to **Lantsói**, 3 miles (see Route B, mile $47\frac{1}{2}$).

71 **Varvásena**.

74 **Pýrgos**.

B. *Via SANTAMÉRI*, 53½ miles

As far as mile 8¼ by the carriage-road from Patras to Káto Acháia (Route 88). There the path turns S. inland and crosses the hill country of Elis W. of Mt. Olonós. The route is little used, and the country is very sparsely inhabited. Some oak and pine woods are passed, but otherwise the hills are covered mostly with evergreen bushes and asphodel. There is a certain amount of grazing; cornfields and vineyards are found only in a few valleys and near the villages, which are small and poor. The path hardly rises above a level of 1,300 ft. above the sea. In the whole area W. of Mt. Olonós, between it and the coast plains, there are ten villages with a population of 500 or more each, and over a hundred scattered hamlets with an average of 160 inhabitants each.

The broad expanse of undulating country W. of the Olonós mountains is broken only by the limestone ranges of Móvri (rising to 2,650 ft.) and Santaméri (rising to 3,333 ft.); the path goes in a kind of valley between them (see mile 18½).

miles

0 **Patras.** Hence by Route 88 to mile 8¼.

8¼ Cháni of **Hágios Vasílios**. The road to Kátó Acháia continues WSW.

Path turns S., crossing the plateau between the Kamenítsa river and the sea. Height on the l. 1,303 ft. Below the hill is the village of **Tsoukalá** on the l. of the path, while on the r. is **Therianoù** (see Route 88, miles 8½ and 10). Path descends from the plateau.

12¼ Path crosses **Kamenítsa** and, farther on, several of its tributaries.

13¼ **Chaikáli** to the E., pop. 390. Two miles farther E. up the valley is **Isari**, pop. 570. Path goes SSW. entering the hill country, and then ascends the valley of a stream flowing N. to join the Kamenítsa, just before that river enters the sea.

miles

14½

Králi on the r. of the path, pop. 210.

15½

Phóstaina on the r., pop. 500.

18½

Cháni and ruined castle called **Gyphtókastro**, alt. 420 ft. Village of **Árila**, pop. 230, is 1 mile WNW. above the valley. West of **Árila** is a height, alt. 1,748 ft., the N. spur of the **Móvri** mountains, which lie for some distance to the r. of the path.

Path goes SW. up the valley. The N. end of the narrow and jagged **Santaméri** mountains is to the S. Path crosses a low ridge to a stream which first flows NE. and then curls round the N. end of the **Santaméri** mountains and flows S. along its E. foot to the **Verviné** river (see mile 28 below). East and SE. of the bend the river flows in a fairly wide plain, covered with an oak wood.

Path goes S. in a defile between the **Móvri** and the **Santaméri** mountains. The **Santaméri** range is a narrow ridge extending for some six miles on the l. of the path. It is bare except for its E. slope, where there are some oak-trees.

The defile is divided about half-way by a watershed, alt. 1,070 ft.; beyond it a stream flows due S. to the **Verviné**; the valley is very dry, little cultivated, and mostly covered with bushes. Path ascends the slopes E. of the valley.

25

Santaméri village (5 hrs. from **Hágios Vasílios**) on the l. above the path, alt. 1,588 ft., pop. 540; a Frankish foundation, like **Andravída** and **Gastouíni** (see Route 88, miles 39¼ and 43¼); the name is a corruption of St. Omer, the castle above the village having been founded by **Nicolas III de St. Omer** in 1311.

Path continues S. above the valley, which is here deeply cut in the soil.

28

Pórtēs, alt. 1,198 ft., pop. 1000; lying by a spring, surrounded by olive-trees and agaves. From here

miles

one overlooks the valley of the **Verviné**, and the plateau to the S. of the river.

The **Verviné** is the name given to the upper course of the **Gastóuni** river (see Route 88, mile $41\frac{1}{4}$) from a village lying near its source beneath Mt. **Olonós** (see Route 90, under mile $26\frac{1}{2}$). It is called the **Gastóuni** below the junction of the **Verviné** and the **Elean Ladon** (see Route A, mile $49\frac{1}{2}$).

East of **Pórtes** the **Santaméri** range ends abruptly. There is a spring at its foot.

Path goes SW. through fine pine woods, and crosses the stream that flows S. down the valley between the **Móvri** and **Santaméri** mountains.

31 Path crosses **Verviné** river about $1\frac{1}{2}$ mile E. of its junction with the **Elean Ladon**, alt. 550 ft.

32 **Agrapidochóri**, pop. 280. Path to **Tripótama** branches E. (see Route 90, mile 17).

32 $\frac{1}{2}$ Path crosses the **Ladon** river and turns S. up its l. bank. The hills on the r. of the path are low; cornfields alternate with bushes and pine-trees, while farther to the W. are the currant-plantations of the coast plain. To the l. on the other side of the **Ladon** rises a level plateau, covered with bushes and ilex-trees. Path from **Gastóuni** (Route 90) comes in from the W.

Path continues S. close to the river along level ground.

34 **Loukavítsa**, pop. 480, lies 1 mile to the W.

35 **Delímbali**, alt. 600 ft., pop. 790, P. T. O., lies $\frac{1}{2}$ mile to the W. Three miles to the W. in a cultivated valley is **Bezaiti**, pop. 900.

36 **Koulóugli**, pop. 320. Path turns SW. to approach the river again and goes S. by W. along the l. bank. Where the river-valley makes a bend to the E. the path keeps straight on. It now goes through cornfields and small pine woods. The oak forest of

miles

Kapéllis is on the other side of the river to the E. Path rises to higher ground.

- 40½ **Mouzáki**, alt. 1,175 ft., pop. 430. Paths E. to **Andróni** and **Koúmani** (see Route A, mile 49½). Another path goes W. by N. over a ridge to **Koutsóchera**, 2 miles, pop. 520, and **Bezeré**, 5 miles, pop. 330.

Path crosses the watershed between the Gastoúni and the Alpheios basins, and goes down the valley of the **Lestinítsa** (see Route 85, mile 4¾), in a general S. direction, through pine woods. The lower valley and its slopes are covered with currant-fields.

- 44 **Retentoú**, pop. 360, is to the r., **Ólena**, pop. 360, to the l., of the path.

- 45 **Karátoula**, alt. 290 ft., pop. 570. One mile to the r. is **Sópi**, pop. 200.

- 47½ Branch road NE. over some low hills to **Lantsói**, 1¾ mile, pop. 880, P. T. O. Branch path NW. to **Lánthe**, 1¼ mile, pop. 410.

Route continues S. along the r. bank of the Lestinítsa, through currant-plantations, by the road from **Lantsói**.

- 48¾ Route joins road from Olympia to Pýrgos, turns W. along it, and so to Pýrgos as by Route A, miles 69¼–74.

- 53½ **Pýrgos**.

ROUTE 90

GASTOÚNI—TRIPÓTAMA, 40½ miles

A carriage-road as far as Bouchióte (mile 6¼); thence a cart-track to Agrapidochóri (mile 17); from there a bridle-path.

This route crosses from W. to E. the hill country W. of Mt. Olonós, which is traversed by Route 89 B from N. to S. It joins Route 89 A south of Dívre (see Route 89 A, mile 44),

and continues by that route up the gorge of the Doána river to Tripótama. It is an easy route till it reaches the Doána, but it is little used, going through sparsely inhabited and little-cultivated country. It affords, however, a means of reaching the interior of the Peloponnese from the western coast, alternative to the routes from Pýrgos (Routes 85 and 86). For the important cattle-market of Gastoúni see Route 88, mile 43 $\frac{1}{4}$. From Tripótama mountain paths go to Patras, Kalávryta, and Langádia (see Route 89 A, mile 38 $\frac{1}{2}$).

As far as Agrapidochóri the route follows the valley of the Gastoúni river, not far from its southern bank. Near Gastoúni town the valley is very fertile and is thickly populated (see Route 88). Beyond Bouchiôte the valley is still fairly wide and open, with a plateau on its N. bank and low hills to the S., but the extent of cultivation is much smaller. Beyond Agrapidochóri the valley narrows to a gorge; the banks are high and steep and overgrown with trees and bushes; and on both sides the population is sparse, and the few villages are poor. The path goes over the plateau between the river (here called Verviné) and its chief tributary, the Elean Ladon; this plateau, called Kapéllis, is in parts covered with oak woods, in parts by bushes only. To the E., S. of Mt. Ástras, cornfields abound (see Route 89 A, miles 44 and 49 $\frac{1}{2}$, and Route 89 B, mile 28).

Except during the rainy season, when it sometimes becomes a formidable stream, the Gastoúni is everywhere fordable, being nowhere more than 2 ft. deep.

miles

- | | |
|-----------------|--|
| 0 | Gastoúni. Road goes E. by N., crossing the railway. |
| 2 $\frac{1}{2}$ | Route crosses road from Sabánaga to Amaliás (see Route 88, under mile 32 $\frac{3}{4}$). |
| 5 | Sóste 1 mile to the S., pop. 380. The Gastoúni river is here about a mile to the N. |
| 6 $\frac{1}{4}$ | Bouchiôte , pop. 650. Immediately to the N. lies the village of Kalývia (Palióúpolis), pop. 270; on the site of the ancient town of Elis. Above Kalývia there is |

miles

a ford over the river where it flows in several branches, in all some 50 yds. wide.

A road branches off SSE. to **Chávári**, pop. 1,180, P. T. O.; surrounded by currant-plantations.

Route proceeds as a cart-track ENE., close to the river.

7½ Remains of the acropolis of ancient Elis on a hill S. of the track, alt. 499 ft., falling abruptly on the S. and W. Hills from 350 to 600 ft. high now close in on the S. leaving a level space less than a mile wide between them and the river.

10½ **Marináki**, pop. 110.

11 **Sklerouí**, pop. 100. Valley bends round to the E.

12¼ **Imám Tsaouísi**, alt. 320 ft., pop. 240. The valley here widens to a level plain about 350 ft. above the sea.

13 **Balí**, pop. 90.

14 **Souli**, pop. 200.

16½ Track joins path from Santaméri to Pýrgos (see Route 89 B, mile 32½), and goes by it across the Elean **Ladon** to Agrapidochóri.

17 **Agrapidochóri** (see Route 89 B, mile 32). The path to Santaméri proceeds NNE. across the Gastouíni (from here called the Verviné).

Route proceeds as a path SE., ascending to a plateau, above the Ladon. From here onwards the country is very thinly inhabited.

19 **Láta**, pop. 400.

21½ **Simópoulo**, alt. 850 ft., pop. 410. Path turns E. through oak woods, still ascending.

23¾ **Bourdánou**, alt. 1,650 ft., pop. 620; on the edge of the plateau of **Kapéllis** (see Route 89 A, miles 44 and 49½). The plateau is practically level, being intersected only by shallow valleys.

miles

26½

Branch paths :

(1) S. and SW. to join the path from **Koúmani** to **Mouzáki**, 5 miles, thence crossing the Elean Ladon W. to Mouzáki, 8 miles (see Route 89 A, mile 49½, and Route 89 B, mile 40½).

(2) N. across the plateau through oak woods as follows :

miles

1½

Boukovína to the W., alt. 1,519 ft., pop. 140. Farther W. are several small woods of ilex-trees. Path descends steeply to cross the **Verviné**, and proceeds N. across the deserted hill country known as **Voundoukla**, an undulating region of low hills varied by ranges about 2,000 ft. high running N. and S. There are many streams ; but there is very little depth of soil, and only the valleys are cultivated ; everywhere else there are thick bushes and a few stunted trees—wild pear, olive, and evergreen oak. The villages are few and far between ; the country is barren and lonely, not even frequented by shepherds and their flocks.

6½

Rénesi, alt. 1,125 ft., pop. 160.

9½

Mastrandóni, pop. 120. From here a branch path goes N. by W., past **Máni**, 1½ mile, pop. 130, to join the path from the coast road to Santaméri near **Phóstaina**, 10½ miles (see Route 89 B, mile 15½).

Main path goes N. by E.

14

Chióna, alt. 1,122 ft., pop. 320 ; surrounded by olive-trees. Path goes NE. down a valley skirting a mountain on the l., alt. 2,497 ft. ; on its E. slope are a few pine-trees.

16

Cháni of **Tóskesi**. Bridge over a stream full of water flowing NW. to join the Kame-

miles	miles	
		nítsa. Path ascends over an undulating plateau of sandstone, and then descends to cross the Kamenítsa.
	19½	Bridge of Prevetós over the Kamenítsa (see Route 88, mile 4½), an old stone bridge, alt. 490 ft. A <i>cháni</i> near by. The Kamenítsa flows in a bed 30 ft. below the level of the plain. In the plain corn, maize, and sesame are grown in large quantities; and there are a few currant vines and olive-trees. The uplands are given up to pasture, and there are many shepherd encampments.
		Path turns ENE., ascending the hills.
	22½	Chalandrítsa on the Patras-Kalávryta road (see Route 91, mile 12).
		(3) Another path proceeds N. by foregoing path as far as mile 1½, and then runs as follows:
	miles	
	1½	Crossing of the Verviné , where this path turns off NNE., ascending the W. slopes of the Olonós range and leaving the hill country.
	3½	Skiadá , alt. 1,650 ft., pop. 500. Alt. on the r. 4,662 ft. Path proceeds along the mountain-slopes, gradually ascending. On the heights are a few fir-trees, and below bushes and pine-trees.
	8	Prostovítsa , alt. 2,382 ft., pop. 860, P. O. A path goes E. over the heights to Tsipianá (see under mile 30 below). A good spring rises close to Prostovítsa, and a fairly large stream flows W. and S. to join the Verviné.
		Path continues along the slopes, crossing a number of deep gorges. The heights to the r. are well wooded.
	9	Koúmberi , pop. 190.
	10½	Kaléntsi , pop. 620.

miles	miles	
	13½	Grevenó , pop. 330.
	14	Alpochóri , alt. 2,000 ft., pop. 420. Main summit of Olonós , alt. 7,297 ft., is to the E. Path descends to a deep gorge, alt. 1,738 ft., then follows the mountain-slopes, finally rounding to N. end of Olonós range and turning E.
	20	Spodiána , pop. 300. Thence NE. down to the deep and narrow valley called Nezerá , through which flows the upper Kamenítsa river ; crossing this by a bridge, alt. 1,516 ft., path ascends to Kálanos .
	21	Kálanos on the Patras – Kalávryta road (see Route 91, mile 20).

Path continues E. across the plateau, which rises to 2,000 ft., through oak woods. The **Verviné** stream is close on the l., and beyond it is the S. end of the **Olonós** mountains.

30 Chapel of **Hágios Demétrios**.

Branch path NNW. to cross the **Verviné**, 1 mile, alt. 1,650 ft., thence W. to **Kakotári** at the foot of the mountains, pop. 260.

Another path goes NNE. up the valley of the **Verviné** above the l. bank. This stream has its source on the S. slopes of the highest part of the **Olonós** range, and flows SSW. between **Olonós** on the W. and Mt. **Ástras** on the E., alt. 5,889 ft. (see Route 89 A, mile 44). The valley is cultivated except where it is covered with stones brought down by the torrents; the mountains are barren except for some fir woods on the slopes of **Ástras**. This branch path goes as follows:

miles	
2½	Kérteza , pop. 260.
4	Tsipianá on the slopes of Ástras , alt. 3,245 ft., pop. 400. Path descends to the valley.

miles	miles	
	5 $\frac{3}{4}$	Cháni, alt. 2,477 ft. A branch path turns W., crossing the stream, and ascends a gorge to a pass, alt. 3,360 ft., whence it descends to Prostovítsa (see above, mile 26 $\frac{1}{2}$, branch path (3)).
	8 $\frac{3}{4}$	Path continues up the valley. Verviné , alt. 2,600 ft., pop. 580; near the head of the valley.
		Path continues W. over the plateau, here covered with cornfields.
35		Path reaches the gorge of the Doána river, and joins the path from Tripótama to Pýrgos, where a branch path goes N. up a side valley to Dívre (see Route 89 A, mile 44).
		Path goes NE. high up above the r. bank of the river on a terrace. The mountains rise to 3,000 ft. above the river-bed on either side.
39		Bostenítsa up a small valley to the l. (see Route 89 A, mile 40).
		Path descends where the valley widens, and reaches Tripótama.
40 $\frac{1}{2}$		Tripótama , alt. 1,709 ft. (see Route 89 A, mile 38 $\frac{1}{2}$).

ROUTE 91

PATRAS—KALÁVRYTA—LEVÍDI—TRIPOLITSÁ,

89 miles

A carriage-road as far as Kalávryta (mile 40). Thence a bridle-path as far as Levídi (mile 72) at the N. end of the plain of Tripolitsá. Thence by cart-track and carriage-road through the plain as in Route 61, miles 53–70.

Three bridle-paths cross the mountainous country S. of Kalávryta, forming alternative routes. All go W. of the

great mountain-range formed by Chelmós, Dourdouvána, and Saítás. They are connected with each other by branch paths in the plain of Mazéika (see below, (a), mile $51\frac{1}{4}$), and at the cháni of Phília in the Ladon valley (see below, (a), mile $56\frac{1}{2}$). Two are given in this route, the third, the westernmost, in Route 92. The two in this route unite again at the cháni of Dára (see below, (a), mile $61\frac{1}{2}$).

A fourth route goes round the N. slopes of Chelmós from Kalávryta and then goes E. of Chelmós, Dourdouvána, and Saítás, past Lake Phoniá (Route 94).

After going S. through the fertile plain of Patras the road ascends the slopes of the western spurs of Mt. Voïdiás, and then enters the mountainous country between Voïdiás and Olonós. It rises to a height of over 3,000 ft., and remains at an average height of about 2,400 ft. as far as Kalávryta. On the western slopes of Voïdiás are oak forests, while farther inland S. of the main summits are deep valleys, where the vine is very successfully cultivated. The higher slopes are treeless, but covered with excellent pasture, though lacking water. Numerous flocks and herds are kept here. The northern slopes of Olonós are steep; they are covered with fir-trees reaching almost down to the road. Farther on the Kallíphonoi mountains, on the S. of the road, are also covered with firs; to the N. is a cultivated plateau. As the road approaches Kalávryta it enters a region fairly thickly populated and well cultivated, though the plain near Kalávryta is marshy. The small town of Kalávryta is the natural centre of the district between the ranges of Voïdiás, Olonós, and Chelmós. Most of the valleys converge here.

South of Kalávryta the two paths go over passes more than 4,000 ft. above the sea and then along parallel valleys; these and the plain of Mazéika are fertile and grow mostly corn with some olive-trees. To the E. are the high mountains of Chelmós, alt. 7,727 ft., and Dourdouvána, alt. 6,929 ft. Chelmós is covered with fine fir and pine woods, the firs growing as far as 6,500 ft. above sea-level; Dourdouvána is mostly bare. The streams flowing down the valleys unite

near Mazéika and form the Kastaniá, one of the principal tributaries of the Ladon.

Route (a) crosses the Ladon by a stone foot-bridge at the cháni of Phília, Route (b) crosses it higher up by a ford. The height of the river above the sea is here about 1,450–1,500 ft. On the E. Mt. Saítás is covered with fir woods. South of the Ladon the route goes up the cultivated Vytína valley and crosses ridges about 2,500 ft. high, and descends to the plain of Levídi. Mt. Maenalus to the S. is also well wooded (see Route 87, miles 4–20). For the plain of Mantinea S. of Levídi see Route 60 A, at end.

The route goes through a fairly well-inhabited district, and passes several large villages. Large numbers of cattle, sheep, and goats are pastured on the mountain-slopes.

This and the following route are, however, little used beyond Kalávryta, except for local traffic ; and Patras has few relations with Arcadia ; the natural trade connexions of central Peloponnese are with Argos and Kalamáta.

Though geographically belonging to Arcadia, for administrative purposes the district between Kalávryta and the Ladon is part of the province of Elis-Achaia, of which Patras is the capital.

miles

0

Patras (see Route 88).

Two branch roads leave Patras :

(1) SSE., and then as a bridle-path ascending the W. slopes of Mt. Voídiás. Road crosses the plain through currant-fields and isolated olive-trees, and proceeds as follows :

miles

1½

Eglykáda, pop. 950. Road becomes a path and crosses a wide drift of stones brought down by the **Elekístra** torrent, and then begins to ascend the mountain. Path goes through thickets of tall prickly oak, *pournária*, whence the name of Pournarókastro.

miles

miles

4 $\frac{3}{4}$

Pournarókastró (see above) on a saddle, alt. 2,087 ft., pop. 300 ; the old fortress is on a rock dominating the valley.

Path turns S. across a broad terrace, and then descends to the deeply cut valley of the **Léfka** (see below, main road, mile 3). At **Souléika** the gorge widens out to a small plain, in which a spring rises, and corn and olive-trees are cultivated. Opposite Souléika a small pine wood grows on the mountain-side.

Path continues SE. up the valley.

9

Souli, pop. 470, lies on the slopes above the path, the parent village of Souléika. Near by are Apáno and Káto Moíra, pop. 260. On the r. of the valley are cornfields and *pournária*. Near by a large spring rises and turns several mills.

Path proceeds SE., then turns E., and soon leaves the valley, which comes from the N. Path crosses a watershed, alt. 3,425 ft., and descends to the valley of the **Gourzoúmissa**, which runs ESE. to the Vlasia (see below). Path goes down the valley. To the N. the heights are covered with large fir forests.

16

Gourzoúmissa village, alt. 2,454 ft. (see below, mile 15 $\frac{3}{4}$).

(2) A road goes due S. from Patras, crossing the stony beds of the Elekístra and the Léfka, through currant-fields, and proceeds as follows :

miles

4 $\frac{1}{2}$

Saraváli at the foot of the mountains, pop. 780. Near by are the large store-houses and cellars, called 'Gutland', belonging to the German Achaia Wine Company.

miles	miles	
	6	Road turns WSW. Road rejoins main route at mile $4\frac{1}{4}$.
		Main road leaves S. by W. about $\frac{3}{4}$ mile E. of railway and road to Pýrgos (Route 88). The plain is throughout well cultivated except for the wide stony beds of the torrents.
3		Road crosses Léfka river.
$4\frac{1}{4}$		Branch roads :
		(1) W. to Mintilogli , $1\frac{1}{2}$ mile, and the Pýrgos road, 2 miles (see Route 88, mile $4\frac{1}{2}$).
		(2) ENE. to Saraváli, $1\frac{1}{2}$ mile (see above).
		Road continues S., and begins to ascend the hills.
$4\frac{3}{4}$		Alt. 350 ft.
$5\frac{1}{2}$		Alt. 700 ft. Road crosses a fairly level plateau covered with currant-plantations. To the W. of the road is Pavlókastro , pop. 320, with a ruined castle. Road descends to cross a stream, alt. 650 ft., and then goes over a low watershed, alt. 906 ft., connecting the main mountains on E. with the outlying range of Dréstaina , alt. 1,303 ft., on the W. (see Route 89 B, mile $8\frac{1}{4}$).
		Road crosses several streams and begins to bend SE.
$8\frac{3}{4}$		Brachoumádi on the r., pop. 370. Méntzena , pop. 360, is $1\frac{1}{4}$ mile E. on the slope of the mountain, which behind the village rises to 3,665 ft.
		The road curves eastwards, rising gradually.
12		Chalandrítsa , alt. 1,096 ft., pop. 940, P. T. O.; situated at the entrance of a deep and narrow gorge; the stream flowing through it goes S. to join the Kamenítsa . A path goes S. down the valley, which has in it a strip of alluvial soil, partly cultivated, partly covered with bushes, to the plain of the Kamenítsa at the bridge of Prevetós , whence a path

miles

goes S. to join the Gastoúni-Tripótama path (see Route 90, under mile 26½).

Road continues in general E. direction, still ascending. On the l. is a range of bare limestone mountains rising to 3,600 ft.

13 Alt. 1,300 ft.

14½ Alt. 1,650 ft.

15¾ **Lópesi**, alt. 1,988 ft., pop. 300. Branch path E. up the narrow gorge of a tributary of the Kamenítsa; it reaches a flat watershed, alt. 2,851 ft., and then descends slightly to a valley, with rounded hills on either side. The hills are covered with oak-trees, *pournária*, and cornfields. To the S. between this path and the road is a limestone range, alt. 4,216 ft., covered with fir-trees. Path reaches **Demésticha**, 5 miles, alt. 2,400 ft., pop. 280; on the edge of a conglomerate plateau covered with vineyards belonging to the German Achaia Wine Company (see above, mile 0, branch road (2)) and producing the well-known Demésticha wine. North of the village is the wide valley of a stream, alt. 2,093 ft., flowing E. to the Vlasíá (see below, mile 26); a path crosses this and goes up N. through cornfields to the valley and village of **Gourzoúmissa**, alt. 2,454 ft., pop. 1,120; whence a path goes back to Patras (see above, mile 0, branch road (1)). The valley is sown with corn, maize, and vines. Four miles E. of Demésticha, above the l. bank of the Vlasíá, is **Lapanagói**, alt. 2,320 ft., pop. 750, with cornfields and currant-vineyards.

Road goes SSE.

16½ Alt. 2,300 ft. Road goes at this altitude to the village of Kalánistra.

18¾ **Kalánistra**, pop. 260. To the E. is the limestone range, alt. 4,216 ft. Road goes S., descending a little.

20 **Kálanos** on the slopes below the road on the r., alt. 1,750 ft., pop. 390. Branch path SW. across the

miles

plain of **Nezerá** to **Spodiána**, whence a path goes S. along the slopes of Mt. **Olonós** to the **Gastoúni-Tripótama** path (see Route 90, mile 26½).

Road bends to the E., then with many curves, rising (reaching a height of 2,600 ft.) and falling to cross streams, turns S. Many villages lie on the slopes of Mt. **Olonós** to the S. of the road. The highest point reached by the road is the watershed between the **Kamenítsa** and the **Vlasiá**.

26

Bridge over the **Vlasiá** river. Road bends sharply NNE. Alt. of bridge, 2,316 ft. The village of **Vlasiá**, pop. 1,380, is situated at the mouth of a gorge S. of the road. Out of this gorge the river flows. The village consists of two hamlets, one below beside the road and the river, the other high up above the r. bank of the river. Many chestnut-trees grow round the village, and the fir-trees reach down the slopes of **Olonós** as far as this. The river flows N., receiving the waters of **Demésticha** stream (see above, mile 15½), then turns E. and unites with the **Lápata** river to form the **Vostítsa**, which flows N. through a very steep and narrow gorge to the **Corinthian gulf** (see Route 94, mile 2).

Vlasiá is the best starting-point for the ascent of **Olonós**, alt. 7,297 ft. Fir woods clothe the slopes; the summit is bare. Snow may remain on the summit as late as June. There is a shepherds' encampment on a plateau, alt. 4,636 ft.

Path to **Tripótama** and **Pýrgos** branches off S. over the saddle connecting **Olonós** with the **Kallíphonoi** range (Route 89 A).

Road bends round again SE. and rises to a height of 3,000 ft. on the watershed between the **Vlasiá** and the **Lápata** rivers. It then turns NE. descending gradually. This district, called **Lapátai**, is a kind of plateau; to the N. are higher hills reaching to

miles

nearly 4,600 ft. The soil is mostly cultivated, and there are many isolated oak-trees. To the S. are the **Kallíphonoi** mountains, alt. 6,555 ft., covered with fir-trees.

30 **Máni**, alt. 2,650 ft., pop. 500, P. O. Road goes E. and descends gradually to the broad valley of the **Lápata**.

31 Bridge over the river ; alt. about 2,500 ft. **Bou-bouka** on the r., pop. 170.

The old mule-path to Kalávryta continues E. past Bou-bouka, over a ridge, alt. 3,314 ft., and descends to **Koútela**, 3 miles, pop. 540 ; whence another path goes S. over a ridge, alt. 3,770 ft., to **Kertézi**, 2 miles (see Route 92, mile 5½). The path to Kalávryta goes NE. across the valley of a tributary of the Lápata, and rejoins the main road at mile 37½ (4 miles from Koútela).

31½ Road turns NNE. down the r. bank of the Lápata. **Asáni**, pop. 300, is on the slopes to the r. On the other side of the river is **Treklístra**, pop. 240.

33½ **Phlám boura**, pop. 230, is on the slopes to the r. On the opposite side of the valley is **Lápata** village, pop. 120.

34 Alt. about 2,400 ft. Road bends round to ESE. and crosses the stream coming down from Koútela (see above, mile 31). Two miles to the N. above the r. bank of the Lápata is **Goumenítsa**, pop. 1,360. The Lápata river flows N. to join the Vlasía (see above, mile 26). East of the junction of the rivers, and about 2½ miles N. of Goumenítsa, is **Pitsakoi**, pop. 740.

36 Watershed, alt. 2,800 ft., between the Lápata and the Kalávryta river. Road goes E., entering a thickly populated region ; the country is well cultivated,

1 miles

the valley being fairly broad. On either side mountains rise to 4,500–5,000 ft.

37½

Road reaches the **Kalávryta** river, alt. 2,350 ft., which flows from the S., but here makes a bend to the E. Old bridle-path from Kouútela comes in from the SW. (see above, mile 31). 1¼ mile to the N. is the village of **Vysoká**, pop. 760. Farther N. the mountains rise to 5,207 ft.; the undulating country between them and the road is occupied by cornfields and some poor grazing-ground.

Path to Langádia and Megalópolis branches off S. up the Kalávryta valley (Route 92).

Road proceeds E. along the N. bank of the river here a sluggish stream, then crosses it and continues E. to Kalávryta.

40

Kalávryta, alt. about 2,400 ft., pop. 1,400, P. T. O., seat of a bishop, gendarmerie; situated in a side valley coming from the E. The town consists of one main street stretching along the course of the stream, which is usually dry, but occasionally full of water from winter rains. There is a square shaded by plane-trees, in the centre of which, in front of two churches, rises a double spring. On a hill E. of the town, called **Tremoulá**, is a small ruined castle, once the property of the French house of La Trémouille. The climate is somewhat unhealthy, very cold in winter and very hot in summer, and the Kalávryta river forms a marsh to the NE. Kalávryta is the centre for all the mountain district around. To the S. there is a long range, Mt. **Vélia**, reaching 4,482 ft. at its highest point, 1½ mile from the town. To the SE. the whole district is dominated by Mt. **Chelmós**, alt. 7,727 ft. North-east of Kalávryta the river bends to the N. and becomes a rushing mountain torrent flowing through deep gorges (see Route 94, mile 14½, and Route 95, mile 8).

miles

Carriage-road ends, and route proceeds by mountain paths. These paths diverge :

(a) *Via* KARNÉSI AND CHÁNI OF PHÍLIA

Path proceeds WSW. from Kalávryta on the slopes of Mt. Vélia above the road.

42 Monastery of **Hágia Lávra**, alt. 3,600 ft. This monastery was founded in 961. In front of the entrance is a huge plane-tree ; beneath this Archbishop Germanós of Patras, in 1821, unfurled the flag, round which the Greeks first rallied against the Turks and began the War of Independence. The flag is preserved in the monastery. The old building was burnt down by Ibrahim Pasha, and the present monastery was built in 1832.

Path turns S. over a pass, alt. 4,058 ft., and descends to an enclosed valley, called **Karaklinóú**, from a small village on its W. side. A wide plain connects its northern end with the valley of Soudená (see below, (b), mile 43 $\frac{1}{4}$). Farther S. there are mountains rising to about 4,300 ft. on the E. ; those on the W. are about 4,600 ft. high. The valley is about 3,300 ft. above the sea. Several springs rise on its W. side and form a marsh (shown as a lake on some maps), which has been partly drained by means of an artificial *katavothra*. The valley-floor is cultivated ; the mountains around are bare, only a few oak-trees being seen on the W. Farther to the E. rises Mt. Chelmós (see below, (b), mile 43 $\frac{1}{4}$).

Path crosses this enclosed valley along its western edge to the S.

47 $\frac{1}{2}$ **Sigoúni**, pop. 310, lies 1 mile to the E. on the opposite slopes.

47 $\frac{3}{4}$ **Doúnista**, alt. 3,350 ft., pop. 150. These two villages are at the southern end of the enclosed valley. Path leaves this and descends a small valley S. to Karnési.

miles

50

Karnési, alt. 2,350 ft., pop. 540. Path descends still S. to the plain of **Mazéika**, here about 1,700 ft. above the sea (see below, (b), mile 51). East of the plain is the steep **Dourdouvána** range (see below).

51¼

Branch paths :

(1) E. through the plain by a stream, a tributary of the **Kastaniá**, to the ruins of the ancient city of **Kleitör**, ½ mile, and **Mazéika**, 2 miles, beyond which it joins the alternative route (b) (see below, (b), mile 51).

(2) W. to **Kleitouras**, 2 miles; on the path from **Kalávryta** to **Megalópolis** (see Route 92, mile 13).

Path ascends again to a saddle, alt. about 2,950 ft., between hills on either side rising to 3,700 ft.

53

Tsorotá, pop. 390, is on the hills to the E.

53¾

Kókova, pop. 510, lies below at the head of a small valley falling S. to the **Ladon**.

Phília, pop. 940, is 1¼ mile to the E. on the mountain-slopes.

Path descends SW. to the valley of the **Ladon** (**Rouphiás**), here about ¾ mile broad and very fertile. For the **Ladon**, the chief tributary of the **Alpheios**, see Route 85, note at end, and below, (b), mile 56.

56½

Cháni of **Phília**, alt. about 1,450 ft.; situated on the r. bank of the river (about 7 hours' journey from **Kalávryta** for a traveller on foot with pack-animals).

Branch paths :

(1) E. to join the alternative path from **Kalávryta**, 2 miles (see below, (b), mile 56).

(2) W. to join path from **Kalávryta** to **Megalópolis**, 7½ miles (see Route 92, mile 17½).

(3) S. across the river by the bridge (see below) into the province of **Arcadia**, and over a ridge to the valley of the **Valtesiníko** stream, which flows from the S. to join the **Ladon**. Path goes up the r. bank as follows :

miles	miles	
	1½	Toporísta , alt. 2,054 ft., pop. 710; surrounded by olive and fig-trees. Below this village the stream turns NW. and disappears into a natural tunnel 100 yds. long, and reappears farther down. On this natural bridge are a few cornfields and some trees, and a path goes across it.
	3	Glógova , pop. 380.
	5	Kerpiné high up above the opposite bank, alt. about 3,400 ft., pop. 700. Path continues up the valley.
	11	Valtesiníko at the head of the valley, alt. 3,701 ft., pop. 1,620, P. T. O. From here paths go E. and S. to Magoulíaná (see Route 87, mile 24½), and W. to the Kalávryta-Megalópolis path (see Route 92, mile 25).

Path crosses the Ladon by an old stone foot-bridge. The river is the boundary between the provinces of Elis-Achaia and Arcadia. Path goes E. along the l. bank.

57 **Vytína** river flowing from the SE. joins the Ladon. Path goes up its l. bank, then crosses and continues by the r. bank. To the E. is Mt. **Saitás** (see below, (b), mile 56).

60 Path enters the small but well-cultivated plain of **Názi**, alt. 1,631 ft., where the **Trágos** stream flowing from Mt. Saitás in the NE. joins the Vytína.

61½ **Cháni of Dára** on the r. bank of the Trágos (2 hrs. from cháni of Phília). Village of **Dára** 1¼ mile to the N. (see below, (b), mile 59¾).

(b) *Via KASTANIÁ VALLEY*

40 **Kalávryta**. From Kalávryta path goes E. along the N. side of the valley, then turns S. and crosses the

miles

valley, and ascends through fir-trees to a pass, alt. 4,000 ft., between Mts. Vélia and Chelmós. It descends to a plateau.

- 43¼ **Soudená** on the plateau, alt. 3,600 ft., pop. 1,380 ; divided into two hamlets. To the E. rises the unbroken slope of **Chelmós**, not very steep but rising to 4,000 ft. above the plateau. The whole side of the mountain is covered with fir-trees, which extend up to 6,500 ft. above sea-level. The ascent of Chelmós is generally made from Soudená or from the S. On the N. and NE. it is extremely difficult (see Route 94, mile 30½). A wonderful view of the Peloponnese extending to Taÿgetus on the S., the sea on the E. and W., and the high mountains of continental Greece beyond the gulf of Corinth to the N. is obtained from the summit. At an altitude of 6,811 ft. there is a mountain hollow called **Stroúngais**, where there is a spring ; shepherds encamp here in the summer with their flocks and herds. On the S. slope of the mountain is the now almost abandoned **Mázi**, alt. 3,753 ft., the parent village of Mazéika (see below, mile 51), the inhabitants of which go up to Mázi in the summer.

Path proceeds S. down the valley of the **Kastaniá** stream, which rises on the E. slopes of Chelmós and then flows S. through a fertile valley of varying width (never more than $\frac{3}{4}$ mile wide). East of the upland valley is the plain which connects with the valley of Karaklinoú (see above, (a), mile 42).

- 47¼ Alt. about 2,300 ft. **Kastriá**, pop. 240, is on the slopes to the W.

- 48¼ Alt. 1,830 ft. **Vrósthena**, pop. 310, is $\frac{1}{2}$ mile to the W. A stream flows down from the S. foot of Chelmós through extensive fir forests, and here joins the **Kastaniá**. $1\frac{1}{4}$ mile E. of a path up this valley is **Planitérou**, alt. 1,926 ft., pop. 600 ; near by is a large

miles

kephalári, which sends an abundant supply of water to the stream. Olive-trees grow here. A path goes E. up the valley, crosses a pass, alt. 4,971 ft., S. of Chelmós, and descends to the **Phoniá** basin (see Route 94, mile 35½).

Path continues down the Kastaniá valley, here sown with maize, corn, olive and fig-trees.

49¾ **Hágios Nikólaos**, pop. 260, lies on the slopes to the E. Path enters the wide plain of Mazéika.

51 **Mazéika**, alt. 1,804 ft., on an isolated hill rising above the surrounding plain, which is 1,637 ft. above the sea ; pop. 1,470, P. T. O. The plain has a length of 5 miles from E. to W. The E. part, about 2 miles long, is a mile wide ; the higher W. part is only ½ mile wide. The plain is very fertile, but unhealthy ; a stream flows through it from the W. to join the Kastaniá, which flows S. at the E. end of the plain. Formerly Mazéika was an unimportant daughter village of Mázi on the slopes of Chelmós (see above, mile 43¼), but since the establishment of Greek independence more inhabitants have come down from Mázi till it has absorbed nearly all the dwellers of the original village. In the summer the inhabitants of Mazéika move to the mountain villages to escape the fevers of the plain ; even the height of the hill on which the village is built does not help much in this respect. East of the plain rises the steep range of **Dourdouvána**, alt. 6,929 ft., while to the NE. are the tremendous slopes of Chelmós, covered with fir-trees.

Branch path W. to the ruins of Kleitor and the western routes from Kalávryta to Arcadia (see above, (a), mile 51¼, and Route 92, mile 13).

Path continues S. down the l. bank of the Kastaniá.

miles

52½

Krinóphyta on the mountain-slopes to the E., pop. 460.

56

The junction of the **Kastaniá** with the **Ladon**, here flowing from E. to W; alt. about 1,500 ft. The **Ladon** is already a considerable stream, about 16 yds. wide. It takes its rise only about 1¼ mile to the E. (alt. 1,535 ft.). A great mass of water rushes up out of a deep hollow (about 20 yds. across), at the foot of a cliff 150 ft. high, and at once forms a stream 15 or 16 yds. wide. The water is of a deep green colour, lukewarm, and has a brackish taste, not like that of a fresh mountain spring; it is probably the outlet of the waters of Lake **Phoniá**, which is about 6 miles away ENE., alt. 2,375 ft. above the sea (see Route 94, mile 40). To the E. above the source of the **Ladon** rises the high summit of Mt. **Saítás**, alt. 5,948 ft., from which one of the best views of the Peloponnese can be obtained. The summit is bare, but except for a shoulder stretching out SW. the slopes are covered by a fine fir forest.

A path goes E. from the junction of the **Kastaniá** and the **Ladon** to the source of the latter, then NE. up a dry torrent-bed to **Lykoúri**, 3½ miles, alt. 2,444 ft., pop. 980; thence over a broad saddle between **Dourdouvána** and **Saítás**, alt. 3,875 ft., through fir forests, down to the **Phoniá** basin (see Route 94, mile 40).

Path crosses the **Ladon** and goes SSE. up the slopes of a spur of **Saítás** projecting WSW. from the main mountain.

57½

Pankráti, alt. 2,700 ft., pop. 610. Path turns E., still ascending. The ridge is quite bare, affording only a poor pasturage for goats.

miles

Summit of ridge, alt. about 3,450 ft. Boundary between the provinces of Elis-Achaia and Arcadia.

58½

Path descends again.

59¾

Dára, alt. 2,270 ft., pop. 1,210, P. T. O.

A path goes E. from **Dára**, crossing the **Trágos**, to **Kóme**, 3 miles, pop. 350; then SE. over a barren limestone ridge to **Káto Agáli**, about 5½ miles, situated at the NW. edge of the plain of Orchomenus (see Route 94, mile 50).

Path goes S. down a small valley.

61

Cháni of **Dára**, alt. 1,631 ft. Path joins alternative route (see (a) above, mile 61½).

[Mileage continued from Route (a), mile 61½.]

Path crosses the plain of **Názi** SE., reaches the **Vytína** river again, and goes S. for a short distance up the r. bank, crossing a tributary stream. The valley is here wide, and well cultivated. On the E. it is bounded by the long ridge of Mt. **Kastaniá**, alt. at its S. end 4,095 ft.

64½

Branch path continues S. up the **Vytína** valley to **Vytína**, 6½ miles, on the **Tripolitsá-Demetsána** road (see Route 87, mile 20).

Path turns SSE. and ascends the valley of the tributary stream just crossed. As it approaches the S. end of Mt. **Kastaniá** it turns E. and goes between that mountain on the N. and the wooded slopes of **Maenalus** on the S. (cf. Route 87, mile 11).

68

Cháni of **Bezeníko**, alt. 2,560 ft., on the watershed between streams flowing to the **Ladon** and so to the **Alpheios** and the **Ionian Sea** on the one hand, and those flowing E. to the plain of Orchomenus on the other. The village of **Bezeníko**, pop. 700, is above on the r.

miles

Path goes E., then turns SE. down a valley to the fertile but marshy plain.

72 **Levidi**, alt. 2,772 ft., on the slopes above the plain (see Route 61, mile 53). Alt. of plain 2,077 ft. (It is about 4 hours' journey from the cháni of Dára for a traveller with pack-animals.) Hence by road to Tripolitsá as in Route 61, miles 53–70.

89 **Tripolitsá** (see Route 60 A, at end).

ROUTE 92

KALÁVRYTA—LANGÁDIA—MEGALÓPOLIS, 70½ miles

A bridle-path as far as Langádia (mile 32½); thence by the carriage-road given in Route 87.

The path goes S. from the Patras road 2½ miles W. of Kalávryta (see Route 91), up the valley of the Kalávryta stream. It goes through country similar to that traversed by the other paths going S. from Kalávryta (see Route 91). There are plenty of springs, and some large villages are passed; where there is soil the ground is well cultivated; but the mountains on either side of the route are for the most part barren.

Branch paths at miles 13 and 17½ connect it with Route 91.

miles

0 **Kalávryta**. Route proceeds W. by the road to Patras through the marshy plain, crossing the river and continuing along the N. bank (Route 91, miles 40–37½).

2½ Alt. 2,350 ft. Path leaves the Patras road and goes S. up the valley of the **Kalávryta** river along the r. bank. The river is marshy as far as the Kertézi stream (see below). On either side of the valley are long monotonous mountain chains; the region is rich in springs; the villages which have sprung up around them are surrounded by fine trees, generally

miles

planes and walnuts. Otherwise the mountain-slopes are bare. Here and there are a few tall oak-trees.

5½ Alt. about 2,450 ft. Branch path crosses river by a foot-bridge and first goes S. up the l. bank, then turns W. up a side valley to **Kertézi**, 2¾ miles, alt. 2,697 ft., pop. 1,300, P. O. From here a path goes N. over a ridge to **Kóútela** and **Máni** (see Route 91, miles 31 and 30). Half-way up the valley is another side valley coming from the S. About 1½ mile up this is **Savvaní**, alt. 2,828 ft., pop. 400.

Path continues S. up the r. bank.

8½ Alt. about 2,650 ft. **Kándalo**, pop. 140, is on the l.

9 **Syrbáni**, pop. 440, lies up a side valley on the r. Path is here near the head of the valley. It continues S. and ascends to a pass.

10½ Summit of pass, alt. 3,340 ft., watershed between the Kalávryta flowing N. to the Corinthian gulf and a stream that goes E. to join the Kastaniá and so the Ladon river (see below).

Path descends to the circular valley of Mostítsi.

11½ **Mostítsi** on the r., alt. 2,900 ft., pop. 300. To the S. is the sharp peak of Mt. **Tartári**, alt. 4,682 ft.

Path descends the valley of the stream.

13 **Kleitouras**, alt. about 2,200 ft., pop. 320; at the head of the plain of **Mazéika**, through which the stream flows E. to the Kastaniá (see Route 91 (a), mile 51¼). The village preserves the name of the ancient city of Kleitor, the ruins of which are in the middle of the plain.

A branch path goes W. over a pass, alt. 3,950 ft., below the summit of Tartári to **Sopotó**, 2 miles, whence there is a path down the valley of the **Doána** to **Tripótama** (see Route 89 A (b), mile 40, branch path (1)).

miles

Path goes SSW. over a watershed, alt. about 3,400 ft.

15 **Chóvoli**, alt. 3,070 ft., pop. 350. Path descends the valley of a stream.

17½ Valley opens into a larger valley falling E. towards the Ladon, alt. about 1,800 ft. This valley is throughout well cultivated.

A branch path goes W. up the valley, across a low watershed, and down another valley to Tripótama, about 9½ miles (see Route 89 A (b), mile 40, branch path (2)).

Another path goes E. down the valley, and then up the Ladon valley along its N. bank to the cháni of Phília (see Route 91 (a), mile 56½).

Path ascends SSE. over a ridge to the head of another small valley falling SE. to the Ladon.

19½ **Strézova** near head of the valley, alt. about 2,250 ft., pop. 1,810, P. T. O. Path goes SE. to another tributary stream and descends this, crossing the boundary between the provinces of Elis-Achaia and Arcadia.

21½ **Podogorá**, pop. 250, lies on the slopes to the r.

23 Path reaches valley of the **Ladon** (Rouphiás), alt. 1,330 ft. The river is fairly wide and deep, and flows with a very strong current. Immediately below this point it goes through a narrow gorge about 200 yds. wide, with precipitous sides.

Path follows the r. bank of the river down-stream through this gorge, first S., then bending round to the W. Just at the bend of the valley, up a tiny side valley on the opposite side, is the village of **Glanitsiá**, pop. 500. The plateau above is some 3,700 ft. high.

25 Path crosses the Ladon by an old stone bridge,

miles

called **Gephýri tes Kyrás** ('The Lady's Bridge'), and turns SW. and then SSE., rounding the W. edge of the plateau and going up the valley of a stream which flows NNW. into the Ladon. The E. side of the valley rises very steeply to the plateau. The W. bank is not so precipitous, but rises more gently to the hills behind which is **Vervítsa** (see Route 87, under mile 28½).

Path crosses to the l. or W. bank. At the head of the valley there is a path E. over the plateau to **Valtesinfiko** (see Route 91 (a), mile 56½).

The main path turns S., then SSW. over a barren plateau, alt. 3,650 ft. To the W. is the highest point, alt. 4,419 ft. Path descends to town of **Langádia**.

32½ **Langádia** (see Route 87, under mile 28½).

From here the route follows the carriage-road, which leaves the town in a W. direction, makes a great bend to the S., then another to the N., reaching a height of over 3,600 ft.; and then descends SE. to the upper valley of the **Demetsána**, which it follows SSE. to the cháni of **Karkalouí**.

40½ Cháni of **Karkalouí** on the Tripolitsá-Demetsána road (28½ miles from Tripolitsá). Hence in a general S. direction by this road past the towns of **Demetsána**, **Stemnítsa**, and **Karýtaina** to Megalópolis as by Route 87, miles 28½-58½.

70½ **Megalópolis**.

ROUTE 93

PATRAS—AÍGION (VOSTÍTSA), 24½ miles

A carriage-road through the coast plain as far as Psathópürgos (mile 10), and from just beyond Kamárais (mile 18½) to Aígion. Between these two villages, where the coast plain

is interrupted by steep mountains sloping down to the shore, there is a bridle-path only.

The coast plain around both Patras and Aígion is devoted almost exclusively to currant-growing; here and there are groups of olive-trees. In the valleys of the hill country that backs the plain corn is grown as well as currants and olives. On the mountains behind are fir and oak woods. The plain is fairly thickly inhabited, and there are some villages on the hills. A path goes from near Patras (see below, mile $1\frac{3}{4}$) over these hills to rejoin the main route at Kamárais.

A large number of torrents flow down from the mountains to the plain; most of these are dry in summer, but in winter often overflow their banks, and one of them, the Salmeníko, which flows into the sea near Kamárais, may be unfordable after heavy rain. A few of these streams are known to be crossed by bridges, but details as to the others are wanting.

The railway runs parallel to the road the whole way. Foot-passengers can cross the streams by the railway bridges.

The shore is low and sandy except where the mountains come down close to the sea (see above). At Cape Rhion (Kástro Moreás: see below, mile 4) the shore forms a promontory only $1\frac{1}{2}$ mile distant from the opposite promontory on the mainland of Greece, Kástro Roumeliás (see Route 34, mile 24).

Aígion is one of the most important commercial centres of the Peloponnese for the export of currants. It has the best harbour in the gulf of Corinth. It has suffered considerably from earthquakes, the last having occurred in 1888.

miles

0

Patras (see Route 88).

Road goes NNE. about $\frac{1}{2}$ mile from the shore.

The railway is on the l. close to the shore.

$1\frac{3}{4}$

Branch path ENE. up into the hills, crossing a torrent-bed. The hills are covered with currant-plantations. It proceeds as follows:

miles

$\frac{1}{2}$

Káto Sychená, pop. 280. **Áno Sychená** is about 1 mile to the S.

miles	miles	
	1½	Voundéni , alt. 732 ft., pop. 150, is 1 mile to the S. on a plateau covered with cornfields and thick shrubs.
	4	Kastrítsi , alt. 1,300 ft., pop. 960. Path continues E., generally at the same height, crossing a number of deep and narrow gorges. Mt. Voïdiás rises on the r., the higher slopes covered with fir-trees. Path crosses a conglomerate ridge, alt. 1,552 ft., then descends through thick bushes to Kalývia Salmeníkou.
	11	Kalývia Salmeníkou , alt. 1,030 ft., pop. 450 ; on the l. bank of the Salmeníko river, which here issues from a gorge in the mountains to the S. ; below, the valley widens out. The mountain-slopes above the village are covered with oak-trees. To the N., between Salmeníko and the shore of the gulf, is a ridge, alt. 2,530 ft., which on the N. slopes steeply to the coast (see below, mile 10). It is covered with Aleppo pines. To the E., are more hills, rising to 2,000 ft. A branch path goes over these to Aígion. To the S. are the high mountains of Agriókampo , alt. 5,600 ft., and Barbás , alt. 5,292 ft., the latter covered with fir-trees. There are shepherds' encampments near the summit. Path goes NE. down the l. bank of the river, which in winter and spring may become an impassable torrent. The valley is wide and well cultivated.
	15	Path rejoins main road at Kamárais (see below, mile 18½).
		Main road continues NNE. through the plain.
3		Bosaftika , pop. 650.
4		Branch road N. to Rhion (Kástro Moreás), pop. 370, P. O., C. H. ; on a promontory opposite Kástro

n miles

Roumeliás on the mainland (see Route 34, mile 24). There are ruins of Frankish castles on both points.

6 $\frac{3}{4}$ **Hágios Vasílios**, a prosperous village on the coast to the l. of the road, pop. 750.

Road bends round ENE., having on the l. a loose stony peninsula jutting far out into the sea and forming the most northerly point of the Peloponnese; the cape was in ancient times called Drepanon, a name which has survived in the village of **Drápanos**, pop. 600, which lies to the r. of the road E. of Hágios Vasílios.

9 Road crosses the wide stony bed of the **Drápanos**, a winter torrent.

10 **Psathópyrgos** (Zachouliótika), pop. 390, C. H.

Coast plain and road end. From here there runs a steep coast-line due E., broken up by many small inlets, between which the short streams coming from the hills have brought down heaps of rubble; the pebbly beach is a few yds. wide. The slopes on the r., rising to 2,530 ft., are covered with Aleppo pines, plane-trees, arbutus, oleander, and a variety of flowering shrubs. The railway is carried along on a shelf about 70 ft. above the water, supported by high retaining walls, and over many iron bridges. On the opposite shore of the gulf are the high mountains of the mainland.

The path leads up and down the slopes parallel to the railway.

13 **Zíria**, pop. 450, is on the hills above, not far from the summit.

16 **Lambíri**, pop. 300, P. T. O. Coast-line turns SE., and path and railway follow it. The hills recede, and the path goes across a coast plain again, covered with currant-fields.

18 $\frac{1}{2}$ **Kamárais**, pop. 600, P. T. O., is on the l. bank of the Salmeníko river (see above, under mile 1 $\frac{3}{4}$), which

miles

has here a wide stony bed, easy to cross in summer, but full of water in winter and spring.

Path crosses the river near the railway bridge, and carriage-road begins again on the other side. The road is to the N. of the railway, between it and the coast, which is close on the l. Road and railway run thus side by side to Aígion, in SE. direction.

19½

Lóngos, pop. 440.

22¼

Mourlá, pop. 640, P. O. On the hills to the r. about 3 miles inland are the villages of **Aragózena**, pop. 420, **Grópa**, pop. 320, and farther inland **Verínou**, alt. 2,700 ft., pop. 370.

23

Wooden bridge over the **Gáidaropniktes** (‘Donkey-drowning’) river. The river flows from Mt. Barbás in the S. Near the head of the valley are the villages of **Aráchova**, alt. 2,434 ft., pop. 840, and **Paraskevé**, alt. 1,985 ft., pop. 440, each about 7 miles from Mourlá. The valley-bed is here 1,837 ft. above the sea, and its slopes are covered with cornfields and a few groups of fir-trees.

Road continues SE., then just before entering Aígion crosses the railway to ascend to the upper town, the railway keeping close to the shore.

24½

Aígion (Vostítsa), pop. 8,000, P. T. O., C. H., gendarmerie. The town is situated on a hill descending in height from E. to W. Facing the sea the cliff is about 150 ft. high, but half-way up is a terrace about 50 yds. wide. At the foot of the cliff is a beach about 100 yds. wide. The town is divided between all three positions, the hill, the terrace, and the shore. On the shore are mostly currant-warehouses, a few shops, the railway station and Custom House. The principal part of the town is on the terrace, to which a broad road leads from the shore, also an old subterranean passage through the rock. There are many large houses here. There is a hospital in the town.

miles

There is an excellent supply of water, rising in springs close to the shore, as often in Greece. The largest is on the r. of the railway, about $\frac{1}{4}$ mile W. of the station, and has 16 jets under an arcade. 200 yds. farther is another spring with nine jets sunk below the level of the road, close to the pier.

The harbour is the best in the gulf of Corinth. A substantial mole extends sufficiently far from the shore (to about the middle of the bay) to admit of steamers for cargo anchoring W. of it and mooring with stern hawsers to it; a stone quay has also been built along the shore below the cliff.

Aígion owes its prosperity almost entirely to the currant-plantations surrounding it. In 1913 nearly 28 million lb. of currants were exported (rather more than a fifth of the export from Patras); in addition there were exported about 460,000 lb. of sultanas. Imports consist chiefly of timber.

ROUTE 94

AÍGION—KALÁVRYTA—LEVÍDI—TRIPOLITSA

Via LAKE PHONIÁ, 75½ miles

A bridle-path as far as Levídi (mile 58½); thence cart-track and carriage-road as in Route 61, miles 53–70.

The route leaves Aígion by the carriage-road (Route 95), but soon turns S. into the mountain country between the coast plain and Kalávryta (see Route 91). The mountains are here mostly wooded with fir or pine-trees; in the deep valleys olive-trees are grown. The path is difficult and fatiguing, and passes very few villages. It goes up the gorge of the Kalávryta river, which is often a wild torrent in the rainy season, but is crossed by several stone foot-bridges. From Kalávryta the path goes over a high plateau S. of Mt. Chelmós, then along its E. slopes between it and Mt.

Zíria, to the upland lake of Phoniá. The lake is now largely drained by *katavóthres*, and a large area is sown with corn and maize. The mountains around are covered with fine fir forests. The path continues S. along the E. side of Dourdouvána and Saítás (see Route 91), and then descends to the upland plain of Orchomenus near Levídi, where it joins the path from Corinth (Route 61).

miles

0 **Aígion** (Vostítsa : see Route 93).

Path leaves S. across the plain through currant-fields.

2 Path reaches **Vostítsa** river and proceeds up the valley along the l. bank. This river is formed by the junction of the Vlasía and Lápata rivers flowing from the Olonós mountains in the S. (see Route 91, miles 26-34). North of the junction it flows through a wild and deep gorge about 5 miles long, between Mt. Barbás, alt. 5,292 ft., on the W. and Mt. Ptéri, alt. 5,840 ft., on the E. In the spring it becomes a torrent and is sometimes impassable.

4½ Path crosses the river to the r. bank, alt. about 500 ft.

Up the valley on the l. or W. bank, about 4 miles from the crossing, is the village of **Kouniná**, pop. 930, just below the edge of a high plateau, alt. 2,350 ft., planted with cornfields and vineyards and possessing a good spring called Pelekístra. The river flows 1,500 ft. below, alt. 577 ft.; the banks are planted with olive-trees. This l. side of the valley, the wall of the plateau, is terraced and covered with Aleppo pines; the terrace follows the valley till the coast plain is reached. In a narrow tributary valley is the nunnery of **Pepelenítsa**. The other side of the valley is less steep; opposite Pepelenítsa is the monastery of the **Taxiárches** surrounded by fine fruit-trees. Higher up the valley on the r. bank, just W. of the summit of Mt. Ptéri, is **Mavríki**, pop. 780. The N. slopes of

r miles

Ptéri are well wooded : olive-trees grow as far up as 1,300 ft. above the sea ; at 1,600 ft. fir-trees begin.

Path goes SE. on to a high saddle between Mt. **Ptéri** on the S. and a ridge, alt. 3,317 ft., on the N. at the edge of the coast plain. This ridge is covered with pine woods.

- 7 **Pýrgos**, alt. 2,607 ft., a small hamlet, round which maize and lentils are grown. Path continues SSE., descending to the valley of the Baphoúsia river.

- 9½ Valley of the **Baphoúsia** river, alt. 2,000 ft. High up on the r. beneath the summit of Mt. Ptéri is the village of **Ptéri**, alt. 3,572 ft., pop. 330.

Path ascends SE. up a wide valley, where corn, vines, and lentils are cultivated ; to the N. is Mt. **Roúsiko**, alt. 4,816 ft.

- 11½ **Velvina**, pop. 410, is to the N. on the slopes of Roúsiko. **Klapatsouína**, pop. 510, lies about 2 miles to the S. up a side valley.

- 12½ Summit of a wide pass, alt. 2,772 ft. Path goes E. down a valley.

- 13 **Doumená**, pop. 340.

- 14½ Path reaches valley of **Kalávryta** river, here running through a narrow gorge (see Route 95, mile 8). From here the path goes roughly parallel to the light railway from Diákophtho to Kalávryta.

Path crosses the river by a stone foot-bridge, alt. 1,750 ft., and proceeds S. by the r. bank, ascending the slopes above the river. Where a steep mass of rock pushes forward into the valley is situated the famous monastery of Megaspélaion.

- 15½ Monastery of **Megaspélaion**. The cliff is here perpendicular, and divided into several huge steps, as it were, separated from each other by narrow rocky ledges. On the face of the lowest but largest rock is the monastery, covering the entrance to a wide cavern, and seeming to form part of the rock.

miles

It is 3,032 ft. above the sea; the river runs nearly 1,000 ft. below. A rubble slope beneath the monastery, watered by a conduit, carries the terraced gardens of the monks. Megaspélaion is one of the most important monasteries in Greece, and is a very old foundation (said to date back to the fourth century). The bulk of the present building, of 5 stories, was erected after a fire in 1640. It conducted a successful defence against Ibrahim Pasha in the War of Independence.

A zigzag path leads down the slope to the river again.

- 16 Path crosses river by a stone foot-bridge and ascends to **Zachloroú**, pop. 700, P. O. A branch path goes W. over a bare ridge, alt. 3,600 ft., to **Rogoí**, 2 miles, pop. 320, and **Kerpené**, 5 miles, alt. 3,507 ft., pop. 610, P. T. O.; situated at the head of a stream flowing SE. to the **Kalávryta** river.

Path goes S. up the l. bank of the **Kalávryta** through a narrow gorge. The slopes on the W. are barren, those on the E. are covered with fir-trees. Path crosses the stream several times.

- 18½ **Souvardó**, alt. 4,000 ft., pop. 100, is on the E. bank up a small tributary valley. The main valley bends round SW., and opens out. Farther on, it becomes very fertile.

- 19 **Vrachní**, pop. 160, is up another tributary valley on the r. bank.

- 20 Branch path NW. up a wide valley to **Kerpené**, 3 miles (see above, mile 16).

Path continues WSW. along the r. bank of the river through the valley, which becomes marshy.

- 22 **Kalávryta**, alt. 2,400 ft. (see Route 91, mile 40: about 8 hrs. from Aígon for a traveller with pack-animals).

Path turns E., on to the hill where the old castle

n miles

stood and thence to a ridge, leaving the path to **Soudená** on the r. (Route 91 (b)). It ascends through fir forests to the high plateau of **Xerókampo** ('Dry Field') on the N. slopes of Mt. **Chelmós**. Only a few bushes grow on the plateau itself. The plateau is 5,300–5,600 ft. high; to the S. the fir forests on the slopes of Chelmós continue as far up as 6,250 ft. above the sea.

The path continues E. across the plateau and suddenly comes upon the steep cliff that forms the W. side of the gorge of the **Styx**, just above its junction with a stream coming N. from **Zarouchla** (see below). Path descends to the bed of the valley.

30½ Path reaches junction of **Styx** and **Zarouchla** streams, alt. 2,917 ft. There lie on the slopes three small villages, **Mesorougia**, pop. 200, and **Peristéra**, pop. 280, on the l. bank, and **Sólos**, pop. 150, on the r. bank.

A path leads from **Sólos** up the gorge of the **Styx** by the side of the stream; it is steep and difficult. 1½ mile up it reaches the meeting-place of three brooks beneath the towering heights of Chelmós; the middle stream is the **Styx**, which comes out of a gorge between the two arms of the horseshoe ridge of Chelmós. On the W. a nearly perpendicular cliff of over 3,000 ft. rises towards the N. end of the horseshoe. The path ascends the W. end of the gorge and after 2 hrs. descends to the caldron of the **Styx**, a wild and remote spot. Over the W. valley-wall the small stream, fed by snow-fields, falls 600 ft., reaching the bottom only as fine spray; it wets the whole rock face and has covered it with a black incrustation, to which the fall owes its modern name, **Mavronéri** ('Black Water'). From the fall there is

miles

a difficult climb over a ledge to the summit of Chelmós.

Below the junction of the Styx and the Zarouchla the stream flows N. through a narrow wooded gorge as the Akráta river to the Corinthian gulf (see Route 95, mile 16).

Path crosses the stream and goes SE., then S. up the valley of the Zarouchla.

32 $\frac{1}{4}$ **Hágia Varvára**, pop. 460, is up the slopes to the l.

33 $\frac{3}{4}$ **Zarouchla**, alt. 3,343 ft., pop. 370. The houses of the village lie scattered among fruit-trees. On the mountains to the E. are fir and pine-trees. Corn is cultivated to a height of 4,754 ft.

Path goes SE., climbing up to a pass between a mountain, alt. 6,152 ft., on the l. and an E. spur of Chelmós, alt. about 5,750 ft., on the r.

35 $\frac{1}{2}$ Summit of pass, alt. 4,750 ft. Boundary between the provinces of Elis-Achaia and Corinthia-Argolis. Path descends a valley; the stream flows into the Phoniátiko (see below).

A branch path goes W. to the monastery of **Hágios Geórgios**, then ascends over a pass, alt. 4,971 ft., between Chelmós and Mt. Dourdouvana to **Planitérou** (see Route 91 (b), mile 48 $\frac{1}{4}$).

38 Valley opens into the plain of **Phoniá**, alt. 2,620 ft. Another, longer valley, that of the **Phoniátiko Potámi**, comes in from the N. The village of **Sývista**, alt. 3,300 ft., pop. 700, is situated on the slopes between the two. The valley of the Phoniátiko is broad but stony; the upper part of the plain is largely taken up by this valley. A branch path goes N. up it to **Stenó**, 2 miles, pop. 340, and **Karyá**, 8 miles, alt. 3,970 ft., pop. 280, near the head of the valley, whence a path goes over the watershed to **Zachouli** (see Route 95, mile 23).

miles

East of the valley rises the great wall of Mt. **Zíria** (ancient Cyllene), alt. 7,789 ft.

Path continues SE. and crosses the Phoniátiko.

- 39 **Goúra**, alt. 3,058 ft., pop. 1,070, P. O., is 1 mile ENE. on the slopes above the river. Mt. Zíria is encircled on its W. and SW. sides by a semicircular mountain-range, from which it is separated by a high-lying enclosed valley. A branch path goes from Goúra, crossing the crest of this secondary range (alt. 4,301 ft.), and descends to the valley, which has a marshy bed, the only outlet for its waters being a *katavóthra*. It then turns S. into a valley opening into the plain of **Stymphalus**, and descends to **Kastaniá** and **Láfka** (see Route 61, mile 40).

Path proceeds S. along the l. bank of the Phoniátiko.

- 40 Branch path W. across the river to **Kalývia Phoniás**, alt. 2,549 ft., pop. 730; lying among fine fig-trees near the N. edge of what used to be Lake **Phoniá** (ancient Pheneos). On a small hill S. of Kalývia, which projected into the lake as a peninsula, are the scanty ruins of the ancient Pheneos.

The lake is surrounded on all sides but the N. by steep banks, and the marks of its former level can be seen, 130 ft. higher than at present (2,375 ft. above the sea in 1888; it is now still lower). The surrounding mountains, which rise steeply from the two great bays formed by the lake on the W. and S., are covered by dark fir forests. The area occupied by this lake has varied greatly in recent times; it depends on the state of the two *katavóthres* which carry off the water, especially that on the SW. These have often been choked up, perhaps by earthquakes, and then the whole area of the plain is occupied by water. The lake was full from about 1840 to 1880, and is thus shown on the French 1:200,000 map, 1852, and such more recent maps as have copied it.

miles

It has been falling since then, and a large area was cultivated in 1888. The level of the water was then 100 ft. lower than in 1852. The lake has now almost entirely disappeared, and there are only marshy places near the two *katavóthres*. Steps are being taken to keep these clean.

Of these *katavóthres* that on the SW. is the more important, and takes the waters of the Phoniátiko and other streams in the NW. After going through this subterranean passage the waters reappear as the source of the Ladon (see Route 91 (b), mile 56). The smaller *katavóthra* on the SE., near Guióza, takes the waters of streams flowing from the S. and flows probably into Lake Stymphalus.

The area of the lake is now mostly sown with corn and maize; and grass grows there with a luxuriance unknown elsewhere in Greece.

A branch path goes SSW. from Kalývia along the W. edge of the plain, then W. through fine fir forests over a saddle, alt. 3,875 ft., between Mts. Dourdouvána and Saitás to **Lykoúri** and the valley of the Ladon (see Route 91 (b), mile 56).

Path goes S. along E. edge of the plain beneath the steep wooded mountains that separate this plain from that of Lake Stymphalus.

40½ **Mesinó**, pop. 430.

41½ **Mosiá**, pop. 330. Path continues with steep slopes on the l. and the cultivated plain on the r.

47½ **Guióza** at the S. end of the plain, pop. 500.

Path ascends a valley, and then goes over barren plateaus, alt. 3,400 ft., the boundary between the provinces of Corinthia-Argolis and Arcadia. Mt. **Skípeza**, alt. 6,332 ft., is on the l. (see Route 61, mile 40).

miles

- Path descends to the plain of **Orchomenus**.
- 50 Branch path W. over barren hills, past the hamlet of **Bedéni**, to **Káto Agáli**, surrounded by cultivated ground, pop. 450, whence a path goes over a ridge to **Dára** (see Route 91 (b), mile 59 $\frac{3}{4}$).
- Path proceeds S. through the plain, which is very marshy towards the SW. ; alt. 2,070 ft.
- 55 $\frac{1}{2}$ **Kalpáki**, the village at the foot of the acropolis of Orchomenus. The path from Corinth via Lake Stymphalus comes in from NE. (see Route 61, mile 50).
- Path proceeds SSW. across the plain of Levídi.
- 58 $\frac{1}{2}$ **Levídi**. Hence by road through the plain of Mantinea to Tripolitsá as in Route 61, miles 53–70.
- 75 $\frac{1}{2}$ **Tripolitsá**.

ROUTE 95

AÍGION—CORINTH, 55 $\frac{1}{2}$ miles

A carriage-road for the first 8 miles, as far as the E. bank of the Kalávryta river ; thence a cart-track, unmetalled, with scarcely any bridges over the many streams that flow down from the mountains to the S., until Xylókastro is reached (mile 35 $\frac{1}{2}$). From there the carriage-road, in poor condition, continues as far as Corinth.

The route follows the coast-line closely the whole way, parallel to the railway. The narrow coast plain, which seldom exceeds 400 yds. in breadth after the plain of Aígion is passed, is interrupted here and there by ridges which project N. from the line of mountains S. of the plain and fall steeply to the coast. But after Cape Avgó (mile 27) is passed, the plain, of varying width, continues uninterrupted as far as Corinth. Up to Demenió (mile 40 $\frac{1}{2}$) it is quite narrow (up to 300–400 yds. wide) ; beyond, it widens out into the very fertile district known as Vócha, which is 2 $\frac{1}{2}$ to 3 miles wide. East of Aígion the plain is occupied by currant-plantations ;

between the Kalávryta river (mile 8) and Xylókastro there are numerous olive groves and vineyards in the river-valleys. After Xylókastro again currant vines are almost exclusively grown, with a few scattered olive-trees in the fields. High mountains culminating in Chelmós and Zíria (see Routes 91 and 94) back the coast district to the S. The main ridges and their northern spurs that approach nearer the coast are mostly well wooded with pine and fir-trees. But beyond Demenió the high mountains cease, and there a series of low plateaus bounds the plain on the S.

The region is fairly thickly populated and is well cultivated. Many new villages have sprung up, the inhabitants of the mountain districts being attracted by the success of currant-growing to the plains. Between Aígion and Xylókastro we meet the peculiar *kalývia* settlements often found in Greece, where fertile plains exist in immediate neighbourhood to mountain country. Practically every settlement consists of a summer village in the highlands and a winter village in the plain; only a small proportion of the inhabitants remains permanently in one place.

Numerous streams are passed, some of which are fairly large and contain water all the year round. Most of them become torrents in winter and spring, and may do great damage to the fields. All are crossed by railway bridges, passable for foot-passengers, but only a few by road bridges. Their wide stony beds are, however, fordable throughout the year, except after heavy rain.

A path goes from Dervéni via Zachoúli into the interior to join the route from Aígion to Tripolitsá (Route 94) in the plain of Phoniá; another goes from Kiáto (mile $42\frac{1}{2}$) via Kleménti to the plain of Styμφalus, and there joins the Corinth-Tripolitsá path (Route 61).

A battle took place in January 1823, in the War of Independence, at the pass of Mávra Lithária (mile $19\frac{1}{2}$), where mountains slope down close to the shore. After the defeat of Dramali at Dervenáki on the Corinth-Argos road (see Route 53, introduction) and the capture of Nauplia by the Greeks, the

Turks in Corinth decided to retreat to Patras. Leaving a small garrison at Corinth, and sending part of the army by sea, the remainder, about 3,500 strong, marched by land along the coast road. At Mávra Lithária the way was barred by a Greek force, and their retreat was subsequently cut off by another body of Greeks. To right and left their escape was barred by the cliffs and the sea. They had already killed and consumed their animals when a Turkish fleet appeared and, after much loss, succeeded in rescuing the force and conveying it to Patras.

The coast between Aígion and Corinth is everywhere clear of danger and may be approached at discretion. There are no harbours, only open roadsteads where, during fine weather, coasting vessels collect the produce of the country at the different landing-places. The chief of these are Dervéni (mile 23), Káto Loutró (mile 30½), Xylókastro (mile 35½), and Kiáto (mile 42½).

For Corinth and the Corinth Canal see Route 52, miles 46½–52½.

miles

0 **Aígion.** Road goes SE. through the currant-fields in the plain. It is here some 2 miles from the coast ; the railway is about 1 mile to the N. between it and the coast.

2 Branch track NE. to **Teméni** near the coast, 1½ mile, pop. 1,020, P. O.

Wooden bridge over the **Vostítsa** river (see Route 94, mile 2). The river often does great damage by floods to the currant-plantations, being insufficiently dammed.

3¼ **Zevgolatió**, pop. 410 ; a ridge, alt. 3,317 ft., is close on the r., covered with pine-trees. Road bends round to ESE., still going through currant-fields.

3¾ **Rizómylo** on the r., pop. 240.

5½ Bridge over the **Baphoúskia** river (see Route 94, mile 9½). The valley is covered with thick olive groves, between which the stream finds its way.

miles

- The plain narrows to about $1\frac{1}{2}$ mile. On the r. is Mt. **Róúsiko** (see Route 94, mile $9\frac{1}{2}$).
- 8 **Trypiá**, pop. 320. Road crosses **Kalávryta** river by a wooden bridge (see Route 94, mile $14\frac{1}{2}$). The bed is wide and stony; the river comes from the S. out of a dark and narrow gorge between high, flat-topped mountains, and then spreads out over the stony bed in the plain. The valley is planted with olive-trees; on the hills at the back are pine woods. Road becomes a track, going E.
- 9 **Diakophtitika Kalývia**, pop. 1,440. The parent village of Diákophto lies 4 miles to the S. on a plateau 2,000 ft. high; it is now deserted. Behind is another plateau over 4,000 ft. high. The railway station of Diákophto (near Diakophtitika) is the junction for the light railway to Kalávryta. The hills now come down close to the sea, 400–600 ft. high, leaving only a narrow space for the track and the railway.
- 11 Track crosses **Diákophto** river, with a small plain at its mouth, planted with olive-trees. Pine-covered hills approach the sea again.
- 12 $\frac{1}{2}$ **Plátanos**, pop. 810, P. O., where the hills recede somewhat. Farther on, hills covered with pines again approach the sea, and the pass between them and the sea continues for some 3 miles. Then they recede to form the plain of Akráta, some 300–400 yds. wide. Track goes SE.
- 16 Stone bridge over the **Akráta** river. This river flows from Mt. Chelmós, being formed by the junction of the Styx and Zaroúchla streams (see Route 94, mile $30\frac{1}{2}$); near the sea it flows in a large valley, with a wide delta. Up the valley, about 7 miles from the coast, is **Káto Potamiá**, pop. 420, with **Áno Potamiá** above it, pop. 310. East of these villages on the other bank is **Valimé**, pop. 770.

r miles

The plain of Akráta is thickly populated ; it is covered with currant-fields and olive groves. It extends along the coast for some $3\frac{1}{2}$ miles.

17 **Akráta**, pop. 900, P. T. O. South of the plain are the **Porrovítsa** hills, alt. 2,300 ft., with the village of the same name, pop. 200, near the summit.

18 Track crosses **Tholó** brook and turns E.

19 Track crosses **Vlovokítikos** river.

A path goes up the l. bank of the river to **Arphará**, 5 miles, alt. 1,400 ft., pop. 620, P. T. O. ; situated up a side valley. It continues N. to **Svirouí**, 7 miles, pop. 130, then, past **Vellá** on the r., to **Synevró**, 8 miles, pop. 180, **Ráchova**, $9\frac{1}{2}$ miles, alt. 4,000 ft., pop. 860, and **Perithóri**, 12 miles, alt. 3,200 ft., pop. 700. Fir forests cover the slopes.

Another path goes S. up the slopes above the r. bank to **Vlovoká**, 3 miles, alt. 1,350 ft., pop. 600. The high plateau of **Evrostína**, alt. 3,819 ft., covered with fir-trees, rises to the E. There are many springs and a number of villages on its W. slope above the river. The path continues N. along the slopes to **Vergouvítsa**, 5 miles, alt. 1,700 ft., pop. 500, and **Selianá**, $7\frac{1}{2}$ miles, alt. 2,050 ft., pop. 730, P. T. O. ; inhabited only in the summer ; in winter the people go to their currant-fields W. of **Aígion**. On the plateau of **Evrostína** numerous flocks find pasture ; the plateau is accessible only from the S.

Track proceeds E. along the coast.

19½ A northern spur of the **Evrostína** runs down to the sea, connected by a ridge, alt. 1,247 ft., with the plateau to the S. This spur has very steep slopes on the E. and W. ; on the N. towards the sea the slopes are gentler. The route along the coast is by the pass of **Mávra Lithária** (see introduction), with

miles

a small harbour and a telegraph office. On the spur stood the ancient city of Aegira, commanding this pass and the one on the ridge to the S. The railway station of Aegira is at the W. end of the pass.

Track goes through the pass, crossing the boundary between the provinces of Elis-Achaia and Corinthia-Argolis, and the mountains again recede a little from the coast; the small stony plain is planted with olives; on the slopes to the S. are currant-plantations.

23

Dervéni, pop. 1,210, P. T. O.; situated near the l. bank of the **Zachoulítiko** stream.

Up the valley of this stream on its r. bank are the villages of **Koútos**, $3\frac{1}{2}$ miles, pop. 530, and **Zachouíli**, $4\frac{1}{2}$ miles, alt. 2,044 ft., pop. 590; deserted in winter owing to the cold. South of Zachouíli is the high table-land of **Mávron Óros**, alt. 5,742 ft.

A path goes S. from Zachouíli up the valley, which is here about 100 yds. wide and bounded by mountain walls 600 ft. high, between Evrostína and Mávron Óros; the heights are covered with black pines. The path goes over a watershed, alt. 4,163 ft., and descends a little to **Karyá** in the valley of the **Phoniátiko Potámi** (see Route 94, mile 38).

Track crosses by a stone bridge the Zachoulítiko, which has a wide stony valley, and proceeds E. along the coast plain, or rather incline, which is stony and grows only olives. Hills to r., rising to 1,000 ft., are covered with prickly-oak bushes and scrub.

23 $\frac{3}{4}$

Lygiá on the r., pop. 350.

25

Avgó, pop. 560.

26 $\frac{1}{4}$

Track crosses **Skoupéiko** river, a winter torrent.

27

Cape **Avgó** ('Egg'). A ridge starts from the mountains on the S. and runs down the r. bank of the Skoupéiko to the shore, forming the cape, which

miles

makes a good landmark for sailors in the gulf. This is the last time on this route that the coast plain is totally interrupted by hills coming down close to the shore.

Up the valley of the Skoupéiko are the villages of **Pitsá**, alt. 2,400 ft., pop. 750, above the r. bank, **Skoupa**, pop. 350, on the l. bank, and **Geléne**, alt. 3,300 ft., pop. 1,000, near the head of the valley and divided into three hamlets.

Track continues ESE. along the coast. The narrow plain is backed by a long limestone range, alt. 3,753 ft.

30½ **Káto Loutró**, pop. 390, with a small harbour.

31¼ **Stómio** on the l., pop. 630, P. O.

Track crosses **Phónissa** stream by an iron bridge. At the head of the valley, some 7 miles from the coast, is the village of **Mázi**, alt. 2,300 ft., pop. 400.

32¼ **Kamári**, pop. 550. To the S. rises a steep limestone hill, called **Panagiá**, alt. 2,402 ft. Farther on, the plain is bounded on the SW. by heights rising to 650 ft., covered with pines.

35 Track crosses **Trikkalítikos** river by a stone bridge. The valley is very fertile in its lower part.

35½ **Xylókastro**, pop. 1,750, P. T. O., C. H.

A path goes SW. up the Trikkalítikos valley into the interior. The bed, which varies greatly in width, is covered with currant-fields and olive groves. The E. valley-wall is extremely steep; and the path soon leaves the valley to mount the slopes on the W. After passing the small village of **Zoúgra**, it continues above the l. bank of the valley to **Trikkala**, about 11 miles, alt. 3,429 ft., pop. 1,660, where there are copious springs. The river flows from Mt. **Zíria**,

miles

which is to the S. of Trikkala, alt. 7,789 ft. (see Route 61, mile 35½, and Route 94, mile 38). The ascent of Zíria is easily made from here. The path goes up a narrow valley, past some scattered pine-trees, to the plateau of Zíria, alt. 4,820 ft., which is about 2 miles wide and affords excellent pasture for flocks of sheep, goats, and horses. Shepherds bring their tents and brushwood cabins here for the summer. Snow remains thick on the summit till well on in the summer; later, shepherds bring their flocks up to the top; the highest slopes are covered with alpine plants. The E. peak of Zíria is 6,939 ft. high; between the two peaks is the deep valley of the Trikkalítikos, which rises on a curved ridge between the E. and W. peaks. The E. slopes of the mountain are covered with fine fir woods.

From Trikkala a path goes SSE. round the E. end of Zíria to **Dóúsia** and thence to the plain of Stymphalus (see Route 61, mile 35½).

Another path from Xylókastró goes S. along the r. bank of the river to **Zemenó**, 4 miles, alt. 1,700 ft., pop. 530. The conglomerate and marl that have fallen from the mountains here have been eaten away by erosion into deep gorges and rocks of fantastic shape. From Zemenó the path goes along the edge of the plateau E. of the Trikkalítikos, alt. 3,600 ft.; this plateau is wooded, chiefly with fir-trees (with a few pines). The path reaches **Panaríti**, 8½ miles, pop. 780, and **Markási**, 10½ miles, alt. 2,799 ft., pop. 950, whence there are paths W. to Trikkala, and E. over the plateau to Kleménti (see below). The alt. of the stream between Markási and Trikkala is 1,703 ft. A little below the former village there are currant-plantations, alt. 2,300–2,600 ft., probably the highest place in Greece where currants thrive.

miles

Track becomes a carriage-road again. Currant-plantations fill the plain as far as Corinth, with the exception of a wood of Aleppo pines between here and Sykiá.

Road goes ESE. close to the coast ; the railway is on the r.

37 **Sykiá**, pop. 350. Iron bridge over river.

37½ **Melíssi**, pop. 560, P. O. There is a low limestone hill near the sea, rising out of the plain. The plain narrows to about 200 yds., backed by a series of terraces. These continue as far as Corinth, forming a large crescent (see also Route 55, mile 7¼).

39 **Tholeró**, alt. about 500 ft., pop. 240, lies about 1½ mile to the S. on the hills. The terraces soon recede again from the coast.

40½ **Demenió**, pop. 710. Up a small valley SSW. lie **Lalióti**, pop. 330, 2½ miles, and **Válsa**, alt. 1,600 ft., pop. 980, 4 miles, from the road.

Road goes SE. The terrace on the r. is covered with cornfields.

42½ Road crosses **Léchova** stream by an iron bridge and reaches **Kiáto** on its r. bank, pop. 1,900, P. T. O., C. H. ; the centre of the very fertile district known as **Vócha**, stretching from here to Corinth, some 10 miles long and about 3 miles wide. It produces currants almost exclusively.

A branch path goes SW. along the r. bank of the **Léchova**. The stream sometimes overflows and does great damage. Path ascends the first low terrace and proceeds as follows :

miles.

1½

Motúlki, pop. 470. Cornfields on the r.

Path rises to a second terrace, alt. 500 ft. One mile to the SE. is **Vasilikó**, pop. 780, near the ruins of the ancient town of Sicyon,

miles

miles

which stood at the top of a series of terraces forming natural fortifications, in a situation similar to that of Old Corinth (see Route 53 (b), mile $3\frac{1}{2}$), more easily defensible from the coast, but less so from the land side.

Path continues to ascend to higher terraces first WSW., then W.

6 $\frac{1}{2}$

Soúli $\frac{1}{2}$ mile to the N., alt. 2,100 ft., pop. 470, P. T. O.; about 2 miles S. of Váítsa (see above, mile $40\frac{1}{2}$). At the head of another branch of the stream, S. of Soúli, is **Mátsani**, pop. 720, P. T. O.

Path goes SW. and crosses a watershed, alt. 2,800 ft., then descends slightly to the enclosed plain of Kleménti, which is very fertile and is planted with corn and maize. It stretches SW. nearly as far as Doúsia (see below).

Path goes up the W. slopes of the valley. Opposite on the E. side is the long, flat-topped mountain of **Véseza**.

11 $\frac{1}{2}$

Kleménti, alt. 3,192 ft., pop. 770, P. T. O.; surrounded by pine-trees; vineyards are planted on the slopes. To the W., a little above the village, is the wooded plateau over which the path goes to Markási (see above, under mile $35\frac{1}{2}$).

Path continues along the W. slopes of the valley.

12 $\frac{1}{4}$

Káísari, alt. 2,950 ft., pop. 900.

Path crosses a low watershed between the enclosed valley of Kleménti and the Doúsia valley and reaches the village of Doúsia.

16

Village of **Doúsia**. Branch path goes S. to the plain of Stymphalus, where it meets the Corinth-Tripolitsá path (Route 61).

miles

Road continues through the plain, which widens out and becomes very fertile. Olive-trees are interspersed among the currant-fields.

- 44 Bridge over the **Hágios Geórgios** river, which is always full of water (see Route 55, mile 12½). About 10 miles up the valley, on the hills above the l. bank, is the village of **Liópesi**, pop. 480.

The plain is here bounded on the south by the hills that rise in terraces to the high land farther S. They are covered with bushes and scrub.

- 45 **Nerántza**, pop. 230. **Véllou**, pop. 1,110, is 1 mile to the r. **Ibrahimbey**, pop. 500, is $\frac{3}{4}$ mile S. of Véllou.

- 46 **Kokkóni**, pop. 720, P. O.

- 47½ **Vracháti**, pop. 630, P. O., is on r. of road; **Boláti**, pop. 260, on l. Road runs farther from the coast.

- 48 **Chasánaga** on the r., pop. 350.

- 48½ **Zevgolatió**, pop. 1,110, is $\frac{3}{4}$ mile to the S. Road crosses railway.

- 48¾ **Ássou**, pop. 610.

- 49½ Bridge over the **Longopótamos** river, always full of water (see Route 53 (b), mile 7¼). Road bends E.

- 50 **Perigiáli**, pop. 400. Road crosses railway and approaches the coast; it continues close to it with the railway on the r. for the rest of the way.

- 50½ **Kolombótsi**, pop. 380, is on the r. of the road.

- 52¾ Branch road S. to **Old Corinth**, 1½ mile (see Route 53 (b), mile 3½).

- 55 Road crosses **Léfka** river by a bridge.

- 55½ **Corinth** (see Route 52, mile 52½).

RAILWAYS

SUMMARY

	PAGE
GENERAL INFORMATION	637
A. HELLENIC RAILWAY	641
Route I. Piræus-Lárisa-Salonica	646
Section i. Piræus-Athens-Thebes	646
,, ii. Thebes-Livadiá	650
,, iii. Livadiá-Lianokládi	651
,, iv. Lianokládi-Pappapotíli	659
,, v. Line connecting Pappapotíli with the Salonica- Monastir Line	666
Route II. Schematári-Chalcis	668
,, III. Lianokládi-Stylís	668
B. NORTH-WESTERN RAILWAY	670
Route IV. Kryonéri-Mesolónghi-Agrínion	670
C. THESSALIAN RAILWAY	672
Route V. Vólo-Lárisa	685
,, VI. Vólo-Tríkkala-Kalabáka	687
,, VII. Vólo-Meliés	696
D. ATHENS AND PIRÆUS ELECTRIC RAILWAY	698
Route VIII. Athens-Piræus	698
E. ATTICA RAILWAY	700
Route IX. Athens-Kephissíá	700
,, X. Kephissíá-Diónyso	701
,, XI. Athens-Lávrión	702
F. PIRÆUS, ATHENS, AND PELOPONNESE RAILWAY	704
Route XII. Piræus-Athens-Corinth	707
,, XIII. Patras-Corinth	710
,, XIV. Patras-Pýrgos-Olympia	714
,, XV. Kavásila-Kylléne	716
,, XVI. Pýrgos-Katákolo (separate company)	717
,, XVII. Diákophtho-Kalávryta (rack-and-pinion railway)	717
,, XVIII. Corinth-Argos-Tripolitsá	718
,, XIX. Argos-Nauplia	721
,, XX. Kalamáta-Tripolitsá	721
,, XXI. Pýrgos-Kyparissía-Zevgolatió	724
G. LIGHT RAILWAYS	726

NOTE.—T.=telegraph ; Tp.=telephone.

GENERAL INFORMATION

It is only within the last 48 years that Greece has had any railway system whatsoever: now, although the progress of construction has been slow, there is railway connexion from end to end, and few towns of any size are unconnected by railway. The slowness of railway development was natural enough in a country so mountainous and one in which the easiest means of communication is the sea. The following are details of the gauge, length in kilometres, and cost of construction of the lines existing in 1892.

<i>Completed.</i>		<i>Gauge. Metres.</i>	<i>Length. Km.</i>	<i>Miles.</i>	<i>Cost of Con- struction in Millions of Francs.</i>
1869	Piræus—Athens (double track)	1·44	9	5·59	5·7
1885	Athens—Lávrvion, and Athens—Kephissia	1·00	74	45·98	5·4
1884	Vólo—Velestíno—Lárisa	1·00	60	37·28	23·0
1886	Velestíno—Kalabáka	1·00	143	88·86	
1884	Pýrgos—Katákolo	1·00	13	8·08	1·4
1890	Athens—Corinth—Patras—Pýrgos, with branch line to Kylléne and Vartholomió (14 km.)	1·00	358	222·46	33·6
1886	Corinth—Argos—Nauplia	1·00	65	40·39	
1891	Argos—Tripolitsá—Leon-tári—Zevgolatió—Kalamáta, with branch line to Nesí	1·00	189	117·44	
1890	Mesolónghi—Agrínion, with branch line to Kryonéri	1·00	59	36·66	5·0
1891	Pýrgos—Olympia	1·00	21	13·05	2·0
1892	Diákophto—Kalávryta (mountain railway)	0·75	23	14·29	3·0
			1,014	630·08	79·1

Since then some 400 miles have been added to the Greek railway system. The line from Athens to Lárisa was opened for traffic in 1908, but before the first Balkan War (1912–13) Greece was completely isolated as regards railways from the

rest of Europe, and all projects for linking up the Athens-Lárisa line to the railway system of the Continent were strongly opposed by Turkey. A railway to Lárisa had been begun as far back as 1890 by Messrs. Godfrey, Eckersley & Co. of Westminster and was to have been ready in 1900. The work was interrupted, and Lord Cowdray offered to make the line at his own expense on certain conditions. This offer the Greek Government declined, and the work was ultimately taken up by the Batignolles Company of Paris. The first section of this, the most important of Greek railway undertakings, was opened by King George at Chalcis in 1904, and the line from Athens to Lárisa and the frontier was opened for traffic in 1908. Connexion was finally established with Salonica in the spring of 1916. In 1902 the Pýrgos-Kyparissia branch of the Piraeus-Athens-Peloponnese railway was opened; with another branch to Zevgolatió on the Tripolitsá-Kalamáta line. A narrow-gauge railway from Vólo to Meliés was opened about the same time.

In respect of construction the Greek lines fall into three classes: those built at the cost of the State; those built by private capital, such as the Attica, Katákolo, and Athens-Piraeus lines; and those built by private capital, with a kilometric guarantee from the Government, which takes a share of the profits, such as the Vólo-Meliés railway. With the exception of the electric railway from the Piraeus to Athens all the lines are single, and most stations have only a single loop. All have a gauge of 1 metre (3 ft. 3 $\frac{3}{8}$ in.), except the Vólo-Meliés line, which is only 0.6 metre (1 ft. 11 $\frac{1}{2}$ in.) wide, the Diákophtho railway, which has a gauge of 0.75 metre (2 ft. 5 $\frac{1}{2}$ in.), and the Athens-Piraeus and the Piraeus-Lárisa lines, which have the normal gauge of 1.44 metres (4 ft. 8 $\frac{1}{2}$ in.). The rolling-stock of the Greek railways is still very defective. The personnel is said to be fairly efficient, and the passenger department is well managed. The worst part of the railway system is the wretched station accommodation. There are few sidings, loop-lines, or sheds; and there is no raised platform at any station. Patras has practically neither plat-

form nor station ; the line runs, without wall or fence of any kind, right through the streets. At Athens both the Peloponnesian station and the Lárissa station, situated right outside the main part of the town, are quite unworthy of the capital.

According to the estimate of the Greek General Staff made before the war with Turkey of 1912, the Greek railways were calculated to have a capacity of moving 120,000 troops, with their complement of horses and guns, through Attica and Thessaly to Lárissa ; the troops to be moved within a time sufficient to take them to the Thessaly frontier before the Turkish army could mobilize. The railway system was to be supplemented by the use of motor lorries, of which a large number were in use at the close of the Balkan war. In October 1912 about 40,000 troops were concentrated at Lárissa in the space of two weeks (using motor and mule transport in addition to railway). Between southern Epirus and Thessaly troops can be moved in summer to railheads by mule-paths.

In addition to the railways there are electric tramways from Athens to Old and New Pháleron. There is also an electric tramway from Patras to the suburb of Itiá. Public automobiles have been started, for example between Sálona and Brálo station on the Lárissa railway. (See Route 20, and *Railways*, Route I, Section iii, mile 120.)

The railways may be divided into the following groups or systems :

- I. Hellenic Railway (Piraeus-Lárissa-Salonica).
- II. North-Western Railway (Kryonéri-Mesolónghi-Agrínion).
- III. Thessalian Railway (Vólo-Lárissa-Kalabáka, and Vólo-Meliés).
- IV. Athens-Piraeus Electric Railway.
- V. The Attica Railway (Athens-Kephissíá-Lávrión).
- VI. Piraeus-Athens-Peloponnese Railway.
- VII-IX. Salonica to (a) Constantinople, (b) Belgrade, and c) Monastir Railways.

Of these systems I to VI are detailed in the present work. Regarding certain of the routes more detailed information is

available than regarding others. For VII-IX see *Handbook of Serbia* (I.D. 1096) and *Handbook of Macedonia* (I.D. 1114).

Projected Lines.—Many railway projects have been discussed. The principal projects aim at opening up the newly acquired territories, and are as follows :

1. From Kalabáka (on the Vólo-Tríkkala line) via Yanina to a point on the coast opposite Corfu.

2. From Yanina to Préveza.

3. From Yanina through Kozáne to Vérria (on the Salonica-Monastir line).

4. From Lárissa to Kozáne and Sórovich (on the Salonica-Monastir line).

5. Extension of the North-Western Railway to Arta and Yanina. This will presumably connect with projected line 2.

6. In Old Greece, from Megalópolis to Sparta and Gýtheion.

7. From Olympia to Megalópolis.

8. From Brálo (on the Lárissa line) to Sálona and Itéa.

A. HELLENIC RAILWAY

(ROUTES I-III)

This line from Piraeus to Pappapoúli (former Ottoman frontier) is worked, under the control of the Government, by the Hellenic Railway Company (Offices at Athens, 39 Boul. de l'Université; Committee of Direction, 178 Avenue de Clichy, Paris; Direction of works, Athens). The total length of the railway worked by the company was, on December 31, 1912, $272\frac{1}{2}$ miles, 245 being for the line Piraeus-Pappapoúli, $13\frac{1}{2}$ miles for the branch Schematári-Chalcis, and 14 miles for the branch Lianokládi-Stylís. The line has, since the war began, been extended to Platí (55 miles from Pappapoúli), where it joins the line from Salonica (see Route I, section v).

The country through which the line runs is in places extremely mountainous. The grades in some of the sections are very steep. The ruling grade is as heavy as 1 in 50, and there are a number of 1 in 60 grades. The line has also a number of tunnels, the longest being over $1\frac{1}{4}$ mile. The bridge-work on the line is very heavy. The longest distance between crossing stations is 11 miles; but this distance is between a dead-end siding and a station, and the actual distance between the two stations of Brálo and Lianokládi is $17\frac{1}{2}$ miles. There are two halts, Eleftherochóri and Spercheiós, between the two stations; but it would seem that there are no passing sidings at these, and therefore the block section must be taken as $17\frac{1}{2}$ miles between the two stations. The speed of trains is given as $12\frac{1}{2}$ miles per hour. The time to run over a distance of $17\frac{1}{2}$ miles would therefore be about $1\frac{1}{2}$ hour. The low rate of speed is due to the heavy grades and the indifferent state of the road. To carry much increased traffic the line would have to be much improved and brought up to modern standards, and the block sections would require to be shortened. This would, however, require a considerable

amount of labour, and would in some cases, where steep gradients exist, be extremely difficult, if not impossible. On about 75 miles of the line the grades are steep. In its present condition, with existing rolling-stock and personnel, the line is said to be capable of carrying 6 trains each way *per diem* with gross loads of 140 to 150 tons. Telegraphic communication exists, and nothing but a through wire between the Piraeus and Salonica is called for.

The rolling-stock is as follows :

(a) 32 locomotives, comprising : (1) 2 shunting-engines ; (2) 4 engines under repair ; (3) 3 engines unreliable or awaiting repairs ; (4) 4 spare engines (1 at Piraeus, 1 at Schematári, 1 at Dadí, 1 at Lianokládi) ; (5) 2 engines for local trains (1 at Chalcis, 1 at Stylís) ; (6) 1 ballast-train engine ; (7) 16 engines available for main-line working, Piraeus-Lárisa.

(b) 68 passenger coaches, including : 1 royal coach ; 1 annexe-coach to same ; 5 first class ; 5 second class ; 10 mixed (first and second class) ; 3 mixed (first, second, and third class) ; 24 third class (bogie) ; 9 third class (2 axle-trees) ; 2 service coaches.

(c) 441 trucks in 1913, including 15 luggage vans ; 65 covered trucks with rings for animals ; 60 covered wagons with rings for animals, with vacuum brakes ; 39 covered wagons with rings, screw brakes, and vacuum brakes ; 31 open wagons, sides $4\frac{1}{2}$ ft. ; 30 open wagons, sides $4\frac{1}{2}$ ft., with vacuum brakes ; 32 open wagons, sides $4\frac{1}{2}$ ft., screw brake ; 25 open wagons, sides 3 ft. ; 35 open wagons, sides 3 ft., vacuum brake ; 71 wagons with falling ends and sides ; 30 sheep trucks (with second floor to accommodate two tiers) ; 4 tank wagons ; 2 wagons with movable partitions. The most recent estimate gives the number of trucks available as 357, including 120 high-sided open wagons ; 58 drop-sided open wagons ; 75 flats with sides ; and 30 sheep wagons. The average load of a wagon may be taken as 6 tons, 10 tons being the maximum possible load.

To this rolling-stock there fall to be added 20 'Mikado' type locomotives recently acquired from America ; these are

heavy locomotives, the maximum axle load being 15 metric tons (33,000 lb.), the weight loaded being 132 tons, and they cannot be employed in the present state of the line. Of the other engines the maximum axle load is 14 tons, and their condition is probably not good.

Every station has at least one loop-line; the majority of them not more than one; and none of the intermediate stations has more than three (not including sidings into engine-sheds, &c.). The loops at stations on the lower portion of the line, i. e. between Piraeus and Skármitsa, have a capacity for train loads of 12 wagons only; but on the upper portion, between Skármitsa and Platí, the loops will hold 24 wagons each. For a regular service therefore a maximum tonnage of only 72 tons paying load (at 6 tons per wagon) per train can be counted on. The bridges will allow only the use of 6-coupled engines with an axle load of 12 tons. The road, moreover, is indifferent, and also allows only the use of these engines. Trains would therefore have to be 72 tons paying load single-headed, and 144 tons paying load double-headed on the lower portion of the line, i. e. between Piraeus and Skármitsa, and 144 tons paying load single-headed between Skármitsa and Platí (i. e. Salonica).

The water-supply at watering stations would seem to be inadequate, and if trains were spaced at intervals of at least $1\frac{1}{2}$ hour, or, say, possibly of 2 hours, this would allow for a maximum of 12 trains in each direction during the 24 hours. This number of trains, i. e. 12, is that which was actually worked during the Greek mobilization in 1912, which lasted for a month. For the upper portion of the line, i. e. between Skármitsa and Platí, these 12 trains could of course be reduced to 6 by reason of the station loops taking double the number of wagons as compared with the capacity of station loops below Skármitsa. It must not be overlooked that these 6 trains on the upper portion of the line have to be added to the existing service between Platí and Salonica to and from Monastir. On this section of the Salonica-Monastir line no more than 8 trains from Piraeus could be received

owing to the existing density of the traffic, which is on an average 10 trains. It appears therefore that under existing conditions the maximum that can be counted on in 24 hours from Piraeus to Salonica is 12 trains of 72 tons each, i.e. 864 tons.

Military sidings were, on the request of the Greek Headquarters Staff, constructed in 1912, at the time of the mobilization against Turkey, at the following places (but it is possible that some of these sidings no longer exist):

(a) 3 miles: length of siding 787 ft.

(b) 8 miles, 131 yds., to l. of the line, at Káto Liósia, in a military enclosure: length of siding 328 ft. N.B.—There is a village Káto Liósia 3 miles NNW. of Athens, with a station on Peloponnese line, which is probably the one meant, though no station is known to exist on the Lárissa line.

(c) 164 miles, Dereli-Kaítsa station: length of siding 459 ft.

(d) 188 miles, Demerlí station: length of siding 328 ft.

(e) 194 miles, Orphaná station: length of siding 459 ft.

To deal with heavy military traffic the line would require to be put into good running order and to be given efficient signalling, tablet working, train control, block sections about 3 miles apart, and good terminal and engine-changing station yards. In addition the rolling-stock must be improved. If this were done, it might be possible to work 16 trains a day over the line. To obtain an improved output of traffic it would be necessary to undertake works which would permit double heading, such as improvements in water-supply, extension of loop-lines, and modification of Greek couplings, which are too weak. The limiting factor would still, however, be the Platí-Salonica section, and only 8 trains of 24 wagons each, i.e. 1,920 tons, can be counted on. The workshops at Piraeus and at Salonica are not in a condition to repair the engines, and such work would pay only after the extension of the loops. The stock of material for repairs is practically nil. The construction of new crossing-places is a matter demanding attention. Certain works are urgently required that the permanent way may be put in order to ensure the

safety of the traffic, and also to increase the speed of the trains. The carrying out of certain works in connexion with the water-supply is a matter of urgent necessity. Some of the stations, such as Athens and Brálo, ought to be enlarged, and the personnel of the line, at present entirely insufficient, ought to be increased. The strengthening of bridges so as to allow the use of heavy locomotives is desirable.

In 1913 the gross receipts (in drachmai) of the principal stations to the N. of Lianokládi (branch to Lamía and Stylís) were: Lárissa, 293,070; Lamía, 254,882; Demerlí, 126,762; Stylís, 49,852; Demerlí (Tríkkala line), 29,568; Pyrgetó, 24,625; Skármitsa-Domokó, 19,997; Orphaná, 18,129; Lianokládi, 17,893; Bekí, 17,204; Derelí, 11,723; Babá, 10,659.

In 1913 the principal merchandise transported over the whole line Piraeus-Pappapoúli was approximately in tons as follows: cereals, 17,600; hay and straw, 7,080; cotton, 3,480; cotton seed, 2,500; wood for fuel, 2,350; wine, 2,130; wood charcoal, 2,090; coal, 2,020; fresh fruit, 1,770; wood for building, 1,490; sacks and empty barrels, 1,200; tobacco, 1,180; dried fruit, 1,140; cheese, 1,010; resin, 1,010; iron and iron articles, 1,000; stones, 940; salt, 920; fish, 870; cotton cloth, 810; flour, 770; beans, 770; potatoes, 760.

The gauge is 1.44 metre = 4 ft. 8½ in. To Lianokládi the maximum gradients are 1 in 50, the minimum radius of curves 984 ft.

In 1914, before the war, two passenger trains *per diem* were run each way between Piraeus and Pappapoúli, taking about 15 hours, the through speed being about 17 miles per hour for the journey northwards. On the reverse journey 2 hours additional were required.

For a detailed description of the country through which this railway runs see *Roads and Tracks*, Routes 7, 22, and 27.

ROUTE I

PIRAEUS—LÁRISSA—SALONICA, 322½ miles

SECTION I: PIRAEUS—ATHENS—THEBES, 62½ miles

This is the first section of the trunk line connecting Athens with Salonica via Thebes, Livadiá, Lianokládi (Lamía), and Lárissa. It was opened for traffic as far as Lárissa (210½ miles; 12½ hours) in 1908. Trains twice daily from Athens to Thebes (56½ miles; 3–3¾ hours).

At Schematári (mile 44½) a branch diverges to Chalcis (51½ miles from Athens; about 3 hours: see Route II).

miles	yards	
0	0	Piraeus port.
0	802	Piraeus station, alt. 8 ft., T., Tp., weigh-bridge, cranes of 10 and 12 tons, reserve engine, 4 loop-lines, loading platform.
0	1017	Foot-bridge of 16 ft.
1	843	Repairing shops, alt. 13 ft., T., turn-table, swing-bridge, coach-shed, engine-shed.
2	1398	Hágios Ioánnes halt, alt. 30 ft., hydraulic crane, water-tank of 883 cub. ft.
3	370	Metal bridge of 66 ft. over the Cephissus.
3	1449	Metal skew bridge of 10 ft.
3	1691	Rough halt, alt. 49 ft., T.
6	158	Foot-bridge of 16 ft.
6	650	Athens , alt. 170 ft., T., Tp., weigh-bridge, crane of 5 tons, loading platform, coach-house, break-down van, 7 loop-lines. The line starts from the Lárissa station, and for about 3 miles runs parallel to the Peloponnesian Railway (see Route XII).
6	1070	Skew bridge of 26 ft.
7	1102	Mýloi , alt. 188 ft. The line rises to Bougiáti, but does not exceed 16 per 1,000.

miles	yards	
7	1709	Metal skew bridge of 56 ft. over the Cephissus.
9	1379	Pýrgos , alt. 315 ft.
10	439	Foot-bridge of 16 ft.
13	109	Menidi , alt. 577 ft., T., crane of $2\frac{1}{2}$ tons, loading platform, water-tank of 883 cub. ft., 2 loop-lines. The line crosses the road from Athens to Tatóï.
14	1530	Arched culvert of 3 ft.
15	703	Tatóï-Dekeleía , 5 miles from royal summer residence, alt. 731 ft., T., loop-line of 500 ft. Line crosses the road leading from Kephissiá to Tatóï, and the bed of numerous mountain torrents. The spurs of the Parnes range on the l. are clad with forests of dyers' oaks and pines. Ozeá (alt. 4,635 ft.), the highest summit, rises farther to the W.
16	572	Arched culvert of 13 ft.
17	842	Viaduct with opening of 178 ft. over a ravine.
20	856	Foot-bridge of 16 ft.
20	1420	Bougiáti , alt. 1,148 ft., T., shunting line of 475 ft., summit of the ascent. Gradient up to mile 24 not exceeding 16 per 1,000. Eastern extremity of Mt. Parnes, Mt. Katéphore, alt. 856 ft. After traversing two short tunnels (see below) line curves to the W., and skirts the NE. slope of the mountain, over a hummocky plain, the upper basin of the Charádra of Marathon.
22	120	Tunnel of 361 ft.
22	310	Tunnel of 518 ft.
22	1123	Viaduct of 4 spans of 66 ft. each.
24	1557	Kioúrka-Aphióna , alt. 954 ft., T., crane of $2\frac{1}{2}$ tons, loading platform, water-tank of

miles	yards	
		883 cub. ft., 2 loop-lines; also station for Kapandríti, $2\frac{1}{2}$ miles to the NE.; road thence to Kálamos (see Route 5 B).
		Line now skirts the N. slope of the Belétzi mountains (highest summit 2,760 ft.) and pass. As far as mile 28 the line rises without exceeding 16 per 1,000.
25	881	Arched culvert of 15 ft. Gradient up to bridge at mile 41 not exceeding 16 per 1,000.
31	818	Foot-bridge of 16 ft. Then vaulted culvert of 13 ft.
31	1086	Malakása-Sphendalé , where line passes under the road from Tatóï to Skála Oropoù (see Route 5 A) and the bed of the Mar-maráda; alt. 921 ft., T., loop-line, shunting line of 607 ft. On the l. are Mts. Liópesi (alt. 2,381 ft.) and Arméni (alt. 2,824 ft.); on the r. Mavronóros (alt. 1,299 ft.).
		Line bears to the W. along the N. slope of the long hill of Liópesi, skirting the route from Malakása to Thebes.
31	1518	Viaduct with 5 arches of 39 ft. each.
35	134	Arched culvert of 16 ft.
36	1405	Kakosálesi-Aulón , alt. 511 ft., situated under steep rocky cliffs, at the N. base of Mt. Arméni; T., crane of $2\frac{1}{2}$ tons, loading platform, loop-line, shunting line.
		The line now runs in a N. direction through wooded uplands, across an affluent of the Vouriéni and the Vouriéni (ancient Asopus) itself. At Délesi on the coast there is a low shore, where landing is easily effected in ordinary weather.
37	369	Metal bridge of 16 ft.
39	929	Viaduct of 240 ft., 5 arches (central arch is an iron girder; others of stone).

miles	yards	
41	1114	Metal bridge of 100 ft., 3 openings of 33 ft. each.
44	664	Schematári , 3 loop-lines. Junction for the branch line to Chalcis (see Route II). Alt. 419 ft., T., swing-bridge, weigh-bridge, loading platform, engine-pit on main line, reserve engine, water-tank of 883 cub. ft. Village lies $\frac{1}{2}$ mile to N. of station, and $2\frac{1}{2}$ miles to N. of ancient Tanagra. Line bends to the W. On the l. is visible Chlembotsári (alt. 1,380 ft.).
46	1469	Tánagra , alt. 498 ft., T., shunting line of 607 ft. The line now traverses a fertile corn-growing plain.
53	1049	Dritsa-Eleón , alt. 551 ft., T., loading platform, shunting line of 574 ft. On the r. Mt. Lykovóuni and the acropolis of Harma at the entrance of the defile of Anephorítes. Village of Dritsa on l.
57	1752	Sýrtzi-Hýpaton , alt. 390 ft.; village $1\frac{1}{2}$ mile N., on the SW. slope of Mt. Sagmatás (ancient Hypaton), alt. 2,457 ft. The line skirts the isolated hill of Mésó Vounó on the l., dominated by Mt. Sorós (alt. 2,014 ft.), and then traverses the Aonian plain.
60	505	Metal bridge of 72 ft.
60	1456	Metal bridge of 13 ft.
61	1715	Metal bridge of 39 ft.
62	758	Thebes (Thévai).

SECTION II: THEBES—LIVADIÁ, 25 miles (1½ hour)

Two trains daily.

miles	yards	
62	758	Thebes , alt. 486 ft., T., Tp., crane of 5 tons, loading platform, 2 loop-lines, goods shed, water-tank of 883 cub. ft. Railway runs to the N. of the road passing the suburb of Pyrrí.
62	964	Metal bridge of 13 ft.
62	1388	Metal bridge of 16 ft.
63	1605	Arched bridge of 13 ft.
64	1685	Metal bridge of 23 ft. over the Kanavári.
69	191	Vágia , alt. 285 ft., T., crane of 2½ tons, loading platform, 2 loop-lines. Village lies to the l. in the hills beyond the road. Farther on the train skirts, beyond a marsh (Varikó), the S. and SW. slopes of the Phagás or Sphinx Mt. (alt. 1,860 ft.). After rounding the N. side of the spur of Phagás the line enters the verdant basin of the former Lake Kopaïs (now drained) and skirts its S. bank.
75	448	Moúلكi , alt. 334 ft., T., crane of 2½ tons, loading platform, 2 loop-lines, goods shed. Village lies about 1 mile to r. of railway. The low-lying plain, watered by several brooks, is very fertile. Mázi on l. is famous for its melons.
75	1372	Metal bridge of 50 ft. over the Lóphis.
78	495	Siáchou , alt. 351 ft., at the foot of Mt. Leibethrion, T., shunting line of 600 ft.
79	1666	Metal skew bridge of 26 ft.
82	1291	Metal skew bridge of 10 ft.
82	1474	Mamóúra , alt. 354 ft., T., shunting line of 548 ft.

miles	yards	
		Railway crosses Phálaros river.
83	251	Metal bridge of 16 ft.
83	904	Metal bridge of 10 ft.
84	141	Metal bridge of 10 ft.
84	1515	Metal bridge of 13 ft.
84	1652	Rachí , alt. 338 ft., T., shunting line of 469 ft., at the foot of Mt. Granítsa (alt. 2,939 ft.). The gable-shaped Chlomós (alt. 3,874 ft.) rises N. of the Kopaïs basin; the height nearer at hand is the acropolis of Orchomenus; adjoining it on the l. is the long ridge of Dourdouvána. The road from Thebes continues along the base of Granítsa. Whereas the carriage-road goes on into the valley of Livadiá, the railway continues in the plain N. of the town.
87	583	Metal bridge of 3 spans, 1 of 50 ft. and 2 of 38 ft.
87	916	Metal skew bridge of 3 spans, 1 of 50 ft. and 2 of 38 ft.
87	1049	Livadiá (Levádeia) station, alt 350 ft., which lies 3 miles to the NNE. of the town, on the road to Skripoù.

SECTION III. LIVADIÁ—LIANOKLÁDI, 50 $\frac{3}{4}$ miles

Between Brálo (mile 120 $\frac{3}{4}$) and the Spercheios valley is the most difficult country that the railway has to traverse. Mt. Oeta is intersected by many deep and precipitous gorges, and the railway has to traverse these, with many windings, by means of several tunnels, bridges, and viaducts. The bridges are all of the same type, girders with a combination of masonry arches and high thin masonry piers. The line issues from this mountainous belt of country on the side of a precipitous cliff facing the Spercheios valley, on a ledge which has been cut out of the rock.

miles	yards	
87	1049	<p>Livadiá, T., Tp., swing-bridge, weigh-bridge, turn-table, crane of 5 tons, coach-house, 2 loop-lines, 5 shunting lines, engine-house, goods shed, water-tank of 1,766 cub. ft.</p> <p>The railway (as well as the high road) runs near the r. bank of the Cephissus (Mavroneró) and crosses a stream.</p> <p>The Thourion range projects on the l., while on the r. the Dourdouvána gradually approaches nearer.</p>
91	102	Metal culvert of 10 ft.
91	578	Metal culvert of 10 ft.
91	779	Metal culvert of 10 ft.
92	1150	Metal bridge of 16 ft.
92	1433	<p>Chaeróneia (Kápraina), alt. 374 ft. Here to the SW. of the Cephissus and the railway extends a plain $1\frac{1}{4}$ mile wide, dominated on the E. by the Thourion, joined on the W. by the Petrachos, the double-peaked acropolis of Chaeroneia, which the line skirts.</p> <p>Beyond Chaeroneia one sees on the l. the acropolis of Panopeus above Hágios Vlásios, then the broad valley of the Plataniás, an important tributary of the Cephissus.</p>
94	99	Metal bridge of 20 ft.
94	689	Metal bridge of 16 ft.
95	509	Metal bridge of 40 ft. over the Plataniás.
95	1711	<p>Dávlia, alt. 397 ft., T., crane of $2\frac{1}{2}$ tons, loading platform, 2 loop-lines. Village lies $4\frac{1}{2}$ miles ($1\frac{3}{4}$ hour) to SW., above route to Delphi, in valley of the Plataniás.</p> <p>Beyond Dávlia the railway, with the Cephissus on one side and the high road on the other, enters the defile of Parapotámia ($1\frac{1}{4}$ mile long and 300 yds. wide at its narrowest point) between the lower or</p>

miles	yards	
		Boeotian plain of the Cephissus and the upper or Phocian-Dorian plain. Beyond the defile is Krevassará.
99	957	Krevassará , alt. 440 ft., where the road via Atalánte to Thermopylae diverges (Route 8). The line now traverses the upper valley of the Cephissus, on the l. of which rises the lofty Parnassus (now Liákoura), on the r. the Saromáta range.
100	213	Metal bridge of 16 ft. over the little river of Kachalés.
103	616	Velítsa-Tithoréa . Village about 2 miles to SW. of station, at the foot of a high cliff in a well-wooded district ; in the plain tobacco is grown. Alt. of station 501 ft., T., crane of 2½ tons, loading platform, 2 loop-lines. Beyond Velítsa the railway (and the road) ascends to the low ridge which projects from Mt. Parnassus to the E. of Dadí. Between this ridge and the hills approaching the Cephissus from the N. the valley of the river contracts to an impassable gorge 3 miles long.
107	1629	Metal bridge of 16 ft.
111	1501	Viaduct of 3 arches of 40 ft.
112	54	Arched bridge of 16 ft.
112	1041	Dadí , alt. 1,040 ft., T., Tp., swing-bridge, weigh-bridge, crane of 5 tons, turn-table, engine-house, reserve engine, water-tank of 1,766 cub. ft. The village lies about 2 miles to E., at the base of Parnassus, high above the plain of the upper Cephissus, in which it is the chief place.
114	106	Steel bridge of 131 ft., 2 spans of 65½ ft.
114	1662	Iron bridge of 2 openings, each of 13 ft.
115	739	Souvála , alt. 1,141 ft., 3 loop-lines, shunting

miles	yards	
		line, station for Káto Souvála 3 miles S. in valley running up towards Parnassus.
116	1213	Iron bridge of 118 ft., 3 openings, each of 39 ft.
118	315	Metal bridge of 100 ft., 3 spans of 33 ft.
119	1440	Arched bridge of 16 ft.
120	1104	Arched bridge of 13 ft.
120	1324	Brálo (Graviá-Brálo) at the N. end of the plain of the Cephissus. Alt. 1,181 ft., T., crane of $2\frac{1}{2}$ tons, loading platform, 2 loop-lines. The village lies 1 mile to the N. on the high road to Lamía; Graviá 3 miles to S., beyond two arms of the Cephissus, at the mouth of the pass of Ámbliani, on the carriage-road to Sálona (Route 20). From here a branch line to Sálona and Itéa has been projected.
		The railway beyond Brálo (opened for traffic in 1908) proceeds over the hills between Mt. Saromáta (alt. 4,508 ft.) and the western part of the Oeta range.
122	467	Skew steel bridge of 13 ft.
122	686	Tunnel of Brálo, where the line pierces the ridge of the Pournaráki pass, which is 1,935 ft. high, the watershed between the Cephissus and the Spercheios. The tunnel is 1 mile 548 yds. long. The summit of the ascent (alt. 1,342 ft.) occurs after one-third of the tunnel is traversed. Maximum gradient beyond this to Spercheios halt 1 in 50.
123	1291	Steel bridge of 16 ft. on issuing from the tunnel.
124	662	Metal viaduct of Brálo over a gorge through which flows an affluent of the Karvounári, a branch of the Asopus, descending from the E. Total length of viaduct 1,084 ft.; number

miles	yards	
		of spans 6 ; length of spans 49 ft., 131 ft., 164 ft., 190 ft., 59 ft. of which act as overhang to the succeeding girder which is 512 ft., 394 ft. of which is in the free, and 108 ft., 59 ft. of which act as overhang to the preceding girder. Upper running plate. Upper band of girder straight. Symmetrical trellis. Masonry abutments. First pile in masonry ; the others in metal with masonry bases. Height of rail above the ravine 197 ft. (under the third span).
124	1032	Tunnel of 645 yds.
124	1625	Eleftherochóri halt, alt. 1,149 ft., water-tank of 883 cub. ft. There is a shunting line with a dead-end beyond Eleftherochóri, see below, mile 127, yard 712.
		The line is now carried along the steep limestone slopes on the W. side of the valley of the Asopus by numerous cuttings, tunnels, and viaducts, including one 190 yds. long over the Asopus. Immediately to the l., opposite Eleftherochóri and rising above the l. bank of the Asopus at the mouth of the above-mentioned affluent, is a steep, flat-topped hill.
		The Asopus comes through Mt. Oeta in a great ravine, the bottom of which is a mere cleft, but traversable on foot. Its sides for the first 700–900 ft. are perpendicular, after which they ascend in what are for the most part very steep slopes for a good many hundreds of feet more. Along the W. end of the ravine (i. e. on the same side as Heracleia) where the Asopus debouches into the plain the line of railway has been cut in the rock. On reaching the N. end of the

miles	yards	
		<p>ravine the railway must be about 1,500 ft. almost sheer above the plain. In order to reach the plain-level it turns W. and NW. along the face of the mountain. As the face is one continuous line of great cliffs, the railway has been cut literally along the face of them; and as the railway has been constructed in the least expensive way consistent with efficiency, the artificial ledge is only wide enough for the single line of rails. For several miles the cliff rises sheer above the ledge and falls sheer for several hundred feet below it. At several points the line is carried on short lofty viaducts, supported by walls in some places as much as 100 ft. high. A number of these have an iron lattice-girder span of 98 ft. and masonry arches of 33 ft. The ledge is a conspicuous object from the anchorage at Hágia Marína, about 11 miles ENE., from which it has the appearance of a bright light-coloured line sloping gradually down the face of the cliff from l. to r., and the viaducts can easily be made out. From the anchorage the cliffs are about 40 degrees S. of the true W. The cliffs consist of hard granite rock; farther N., towards the viaduct over the Gorgopótamos (see below, mile 133, yard 742), the cliff face is not nearly so steep, and the substance of the rock is not so hard.</p> <p>At the point where the Asopus issues on the plain from its narrow rocky channel, the railway begins to descend on the NW. slope of the mountains towards the Spercheios.</p>
125	365	Gallery, open to the sky, of 148 ft.
125	747	Tunnel of 186 ft.
125	1132	Tunnel of 197 ft.

miles	yards	
125	1323	<p>Metal viaduct over the Asopus, total length 585 ft., breadth of running plate 15 ft. The work consists of three parts, a large central arc span, access to which is given by straight spans, the directions of which make with that of the arc angles of $30^{\circ} 15'$ and $5^{\circ} 39'$ respectively. The first part is formed of 4 straight spans, the first 3 of which are each 86 ft. long, the fourth 84. They rest on 3 masonry piles in rectangular section, the height of which, including the foundations, varies between 59 ft. and 82 ft. Upper running plate, symmetrical trellis. Thickness of the girder 8 ft. The fourth span rests one of its extremities upon the central arc. The central arc has 3 articulations with an opening of 262 ft. between its supporting points. Height of the rail above these supporting points 78 ft. The arc is formed of two identical parts supported against each other at the keystone by means of 2 joint axes and resting at the escapes upon 4 articulation joints, all horizontal. The third part consists of a single span 84 ft. long, of the same construction as the four first. It also rests by one of its extremities upon the central arc.</p>
125	150	Tunnel of 394 ft. on leaving the viaduct.
126	956	Tunnel of 98 ft.
126	1113	Metal viaduct, 2 openings of 66 ft., and 5 arches of 16 ft.
126	1334	Arched bridge of 13 ft.
127	712	Shed, shunting line of 525 ft., T.
127	1111	Arched masonry bridge, 2 arches of 49 ft.
127	1657	Tunnel of 531 yds.

miles	yards	
128	700	Masonry viaduct, 4 arches of 40 ft. and 2 arches of 26 ft.
128	941	Masonry viaduct, 3 arches of 40 ft. Tunnel of 489 ft. on leaving the viaduct.
128	1211	Tunnel of 607 yds.
129	91	Masonry viaduct, 3 arches of 40 ft. and 2 of 26 ft.
129	434	Tunnel of 285 ft.
129	485	Masonry viaduct, 5 arches of 40 ft. Tunnel of 60 ft. on leaving viaduct.
129	748	Masonry bridge of 40 ft.
129	828	Tunnel of 653 ft.
129	1549	Masonry viaduct, 4 arches of 26 ft. Tunnel of 79 ft. after the viaduct.
130	117	Steel viaduct of 66 ft.
130	169	Tunnel of 105 ft.
130	399	Metal viaduct of 100 ft. and 2 masonry arches of 33 ft.
130	532	Tunnel of 320 ft.
130	814	Arched bridge of 50 ft.
130	1137	Masonry bridge of 40 ft.
130	1277	Masonry viaduct, 6 arches of 26 ft.
130	1725	Tunnel of 1,126 ft.
131	416	Metal viaduct of 66 ft. over the Xeriás.
131	1290	Tunnel of 371 ft.
133	502	Tunnel of 112 ft.
133	742	Metal viaduct over bend of the Gorgopó- tamos. Total length 733 ft. Seven parabolic lower iron lattice-girder spans of 100 ft. with an additional small masonry arch (on the north side). Maximum height 105 ft. above river, which runs under the centre (fourth) span. The two first piles are of metal, the other 4 of masonry.
136	344	Metal bridge of 16 ft.
136	453	Spercheiós halt, alt. 68 ft.

miles	yards	
136	714	Metal viaduct over the Spercheios (Heláda), 3 spans of 66 ft.
138	496	Lianokládi , alt. 80 ft., junction of the branch line to Lamía and Stylís (see Route III). Village of Lianokládi lies about 2 miles to the NW. of the station.

SECTION IV: LIANO KLÁDI—PAPPAPOÚLI, 106 $\frac{3}{4}$ miles

This part of the line has to surmount the Othrys range, winding in and out and passing through tunnels and over bridges. (For branch to Lamía and Stylís see Route III.)

miles	yards	
138	496	Lianokládi , alt. 80 ft., T., Tp., swing-bridge, weigh-bridge, crane of 2 $\frac{1}{2}$ tons, turn-table, loading platform, engine-pits on main line, reserve engine, water-tank of 883 cub. ft., 3 loop-lines, shunting line. Gradient of 1 in 50 in 1,935 ft. Curve on l., radius 2,132 ft.
139	85	Halt of Béki Amoúri , alt. 127 ft., Tp. Line now ascending slopes of Othrys range. From Béki Amoúri to Stýrphaka maximum gradient 1 in 50, minimum radius of curves 984 ft.
140	1414	Metal skew bridge of 33 ft.
141	433	Metal bridge of 26 ft.
141	979	Metal bridge of 16 ft. over the road from Tsopanlátēs to Lamía.
142	310	Metal bridge of 20 ft.
142	1401	Metal bridge of 33 ft.
143	406	Metal bridge of 33 ft. over road.
143	1497	Metal bridge of 3 spans of 26 ft. over the Kosilíki.
144	390	Metal bridge, one large span of 100 ft., 2 spans of 26 ft., over the Vathý Révma.

miles	yards	
146	1250	Halt of Stýrphaka , alt. 728 ft., T., loop-line, water-tank of 883 cub. ft. From Stýrphaka to Koúrnovo maximum gradient 1 in 50, minimum radius of curves 984 ft. (curves numerous).
146	1358	Metal viaduct, 4 spans of 66 ft., over the Keramídi Révma.
147	803	Tunnel 243 ft. long.
147	1459	Tunnel 564 ft. long, alt. 921 ft.
149	793	Tunnel 506 ft. long.
149	1110	Tunnel 53 ft. long.
149	1438	Tunnel 197 ft. long.
149	1651	Tunnel 1,030 ft. long.
150	123	Metal viaduct, 2 spans of 66 ft.
150	343	Tunnel 187 ft. long.
150	561	Tunnel 1,476 ft. long, alt. 1,148 to 1,168 ft.
150	1215	Tunnel 594 ft. long.
150	1652	Tunnel 138 ft. long.
151	874	Tunnel 194 ft. long.
151	1091	Viaduct, 3 spans of 100 ft., 1 of 66 ft., 1 vault of 33 ft.
152	422	Tunnel 300 ft. long. Shunting line, 525 ft. long, ensues.
152	859	Tunnel 1,170 ft. long, alt. 1,345 ft.
153	190	Tunnel 400 ft.
153	862	Tunnel 520 ft. long.
153	1409	Tunnel 413 ft. long.
153	1737	Tunnel 925 ft. long.
154	586	Metal bridge, 2 spans of 100 ft., 4 vaults of 33 ft.
154	739	Tunnel 1,000 ft. long.
154	1503	Tunnel 367 ft. long.
155	398	Tunnel 200 ft. long.
155	944	Tunnel 755 ft. long.
155	1600	Tunnel 290 ft. long.
156	922	Tunnel 1,000 ft. long.

miles	yards	
156	1257	Tunnel 308 ft. long, alt. 1,735 ft.
156	1694	Tunnel 308 ft. long.
157	79	Tunnel 670 ft. long.
158	809	Tunnel 1,670 ft. long, alt. 1,889 to 1,916 ft.
		Highest point of line.
159	1046	Arched culvert of 26 ft.
		Railway crosses upland plain of Daouklí (see Route 22, mile 13) with Lake Da'ouklí on the r.
159	1636	Koúrnovo-Nezeró , alt. 1,817 ft., T., loading crane of $2\frac{1}{2}$ tons, goods siding, 2 loop-lines.
		From Koúrnovo to Derelí maximum gradient 1 in 50, minimum radius of curves 984 ft.
162	742	Metal bridge of 33 ft. over a ravine, alt. 1,581 ft.
163	157	Metal bridge of 33 ft. over a stream.
164	1550	Derelí-Kaítsa , alt. 1,536 ft., T., cranes of $2\frac{1}{2}$ and 10 tons, goods siding, military siding, water-tank of 883 cub. ft., shunting line.
		From Derelí-Kaítsa to Agóriani maximum gradient 1 in 50, minimum radius of curves 984 ft.
		Line follows the Pentámylos (Sophadítikos) river for some distance, describes a curve, and descends E. into the plain of W. Thessaly.
165	1188	Metal bridge of 40 ft. over the Pentámylos.
166	169	Metal bridge of 16 ft.
167	824	Arched bridge of 26 ft.
169	1458	Tunnel 427 ft. long, alt. 1,236 ft.
169	1677	Metal viaduct of 6 spans of 66 ft.
170	245	Tunnel 689 ft. long.
170	895	Metal viaduct of 4 spans of 66 ft.
170	1223	Halt of Agóriani , alt. 1,168 ft., T.
		From Agóriani to Velissiótes maximum

miles	yards	
		gradient 1 in 50, minimum radius of curves 984 ft.
		Railway descends in E. direction, with view to l. over the whole Thessalian plain, with Mt. Olympus to the N.
172	698	Shunting line of 525 ft.
172	1757	Metal viaduct of 100 ft. over a torrent.
173	325	Metal bridge of 2 spans of 40 ft. over a torrent.
174	528	Viaduct of 5 arches of 40 ft.
174	747	Velissiótes , alt. 856 ft., T., goods siding, shunting line of 150 ft.
		From Velissiótes to Skármitsa-Domokó maximum gradient 1 in 50, minimum radius of curves 984 ft.
175	447	Metal viaduct of 3 spans of 66 ft. and 2 arches of 26 ft.
176	952	Metal bridge of 20 ft.
		Line resumes N. direction, entering the western plain of Thessaly.
177	832	Metal viaduct of 5 spans of 10 ft.
178	381	Metal bridge of 66 ft.
178	1582	Skármitsa-Domokó , alt. 456 ft., T., weigh-bridge, loading crane of 5 tons, turn-table, goods siding, engine-pits on the main track, water-tank of 883 cub. ft. Domokó is $1\frac{1}{4}$ hr. distant from the station to the SE.
		From Skármitsa to Bekrilér maximum gradient 6·5 per 1,000, no curves.
183	1092	Halt of Bekrilér-Proérna , alt. 374 ft., shunting line of 150 ft.
		From Bekrilér to Demerlí maximum gradient 0·5 per 1,000.
184	1733	Metal bridge of 16 ft.
185	192	Metal bridge of 50 ft.
185	425	Metal bridge of 16 ft.

miles	yards	
185	753	Metal bridge of 40 ft.
185	1191	Metal bridge of 13 ft.
185	1519	Metal bridge of 13 ft.
186	87	Metal bridge of 16 ft.
186	304	Metal bridge of 50 ft.
186	848	Metal bridge of 16 ft.
188	711	Demerlí , alt. 374 ft. Line passes over the narrow-gauge railway from Vólo to Tríkkala (see Route VI). Exchange station, T., Tp., weigh-bridge, crane of 10 tons, goods siding, military siding, 2 loop-lines. From Demerlí to Orphaná maximum gradient 10·6 per 1,000, no curves.
188	1148	Metal bridge of 50 ft.
188	1601	Metal bridge of 26 ft. over the Vólo-Tríkkala railway.
189	1697	Metal bridge of 33 ft. over the Pharsalítis.
190	811	Metal bridge of 40 ft. over a stream.
191	360	Metal bridge of 33 ft. over a stream.
191	1123	Metal bridge of 20 ft. over a stream.
192	891	Metal bridge of 13 ft. over a ditch.
193	676	Metal bridge of 13 ft. over a ditch.
194	7	Metal bridge of 26 ft. over a stream.
194	553	Metal bridge of 13 ft. over a ditch.
194	1427	Orphaná , alt. 354 ft., T., turn-table, cranes of 2½ and 10 tons, goods siding, military siding, engine-shed, water-tank of 883 cub. ft., 2 loop-lines, shunting line. From Orphaná to Doxára maximum gradient 11 per 1,000, minimum radius of curves 1,640 ft.
194	1755	Metal bridge of 16 ft. over a ditch.
195	539	Metal bridge of 16 ft. over a ditch.
195	867	Metal bridge of 16 ft.
195	976	Metal bridge of 130 ft. over the Tsanarlés.
195	1195	Metal bridge of 16 ft.

miles	yards	
195	1521	Metal bridge of 26 ft. over a depression.
196	89	Metal bridge of 26 ft. over a marsh.
196	526	Metal bridge of 13 ft. over a road.
198	1715	Arched bridge of 13 ft.
199	720	Metal bridge of 13 ft.
199	1483	Arched bridge of 16 ft. over a stream.
200	1249	Arched bridge of 16 ft. over a ravine.
201	309	Doxára halt, alt. 539 ft., loop-line. From Doxára to Chatzilár maximum gradient 11 per 1,000, minimum radius of curves 1,640 ft.
202	1239	Metal bridge of 16 ft. over a stream.
205	980	Metal bridge of 33 ft. over a stream.
206	310	Metal bridge of 33 ft. over a stream.
206	637	Chatzilár halt, alt. 367 ft., T., loop-line. Village 2 miles NW. From Chatzilár to Chasán Tatár maximum gradient 11 per 1,000, minimum radius of curves 1,640 ft.
210	1253	Metal bridge of 16 ft. over a ravine.
212	480	Chasán Tatár halt, alt. 351 ft. From Chasán Tatár to Lárissa maximum gradient 1 in 100, minimum radius of curves 2,300 ft. Line gradually descends NNE. into plain.
216	1205	Lárissa , alt. 249 ft., T., Tp., turn-table, weigh-bridge, crane of 10 tons, goods siding, wagon-shed, engine-shed, reserve engine, water-tank of 1,766 cub. ft., 3 loop-lines, 5 shunting lines. From Lárissa to Bákraina maximum gradient 6 per 1,000, minimum radius of curves 1,640 ft.
221	1438	Metal bridge of 16 ft. over a ravine.
223	128	Bákraina halt, 213 ft. From Bákraina to Makrychóri maximum

miles	yards	
		gradient 16 per 1,000, minimum radius of curves 984 ft.
229	1184	Makrychóri halt, alt. 230 ft., Tp., shunting line. From Makrychóri to Babá maximum gradient 16 per 1,000, minimum radius of curves 984 ft. Line makes a détour of about $\frac{3}{4}$ mile to the E.
230	1715	Metal bridge of 40 ft. over a ravine.
234	1241	Metal bridge over the Peneios (Salamvriá) of 330 ft. in 3 spans.
235	134	Arched bridge of 16 ft.
235	571	Babá , alt. 82 ft., at mouth of the Vale of Tempe, which runs between Mt. Ossa (alt. 6,490 ft.) on SE. and Mt. Olympus (alt. 9,793 ft.) on NW. T., crane of $2\frac{1}{2}$ tons, goods siding, water-tank of 176 cub. ft., 2 loop-lines. From Babá to Pyrgetó maximum gradient 1 in 100, minimum radius of curves 984 ft. (numerous curves).
238	1091	Tunnel 154 ft.
240	1172	Pyrgetó , alt. 46 ft. End of defile. Crane of $2\frac{1}{2}$ tons, goods siding, water-tank of 883 cub. ft. From Pyrgetó to Pappapoúli maximum gradient 16 per 1,000, minimum radius of curves 984 ft. Line now runs NW. approaching the shore.
241	285	Metal bridge of 5 spans of 33 ft. over a ravine.
243	712	Metal bridge of 16 ft.
244	1679	Pappapoúli (Sýnora, Karalík Dervéni) halt, alt. 20 ft., T., turn-table of 26 ft., 2 loop-lines. This station is at the former Turkish frontier, on the Potamoúli stream, about $2\frac{1}{2}$ miles from the sea-coast.

SECTION V : LINE CONNECTING PAPPAPÓULI WITH THE
SALONICA—MONASTIR LINE, 77½ miles

The Greek Government decided to construct a connecting line which, starting from Pappapoúli, should unite the existing system with the Salonica—Monastir line, with a junction line between this latter and the Salonica—Üsküb line. By these means Greece was to have its communications linked with the Macedonian provinces and central Europe. The construction of these lines was entrusted to the Batignolles Construction Company in 1913, and was completed in the spring of 1916. The line effecting the junction of the Salonica—Üsküb with the Salonica—Monastir line will take off from the latter near Topsín.

The junction line possesses a siding rail for seven stations (utilizable line 820 ft.). On the main line the minimum radius of the curves is 1312 ft. and the maximum gradient 11.25 per 1,000.

miles	yards	
244	1679	Pappapoúli halt, alt. 20 ft.
248	1282	Pourliá , loop-line, water-tank of 883 cub. ft. Tunnel to Platamóna. Metal bridge of 2 spans of 26 ft. over the Skotiná. Metal bridge of 4 spans of 26 ft. over the Paliopótamo.
255	469	Leftokaryá halt, loop-line. Metal bridge of 2 spans of 33 ft. over the Lapalá. Metal bridge of 3 spans of 33 ft. over the Topólia.
262	908	Litochóri , 2 loop-lines, crane of 2½ tons, loading platform, water-tank of 883 cub. ft. Metal bridge of 66 ft. over marsh. Metal bridge of 33 ft. over marsh, adjoining one just mentioned.

miles	yards	
264	1032	Karýtsa halt. Metal bridge of 2 spans of 115 ft. over the Mavronéri. Metal bridge of 2 spans of 26 ft., adjoining one just mentioned. Metal bridge of 2 spans of 33 ft. over marsh, adjoining one just mentioned. Metal bridge of 33 ft. over a stream on approaching Kateríne.
270	547	Kateríne , 3 loop-lines, two lines to pent-house, water-tank of 3,500 cub. ft., crane of 5 tons, engine-pit, weigh-bridge, loading platform.
278	1661	Tóuzla-Kítro , loop-line, water-tank of 883 cub. ft.
286	701	Eleftherochóri , loop-line. Metal bridge of 66 ft. over the Toplítsa.
291	102	Livánovo , 2 loop-lines, water-tank of 883 cub. ft., crane of $2\frac{1}{2}$ tons. Metal bridge, 492 ft., over Vistrítsa.
299	1552	Platí , 3 loop-lines and 3 shunting lines, water-tank of 3,500 cub. ft., engine- and wagon-sheds, crane of 5 tons, turn-table. At this station the line joins the Salonica-Monastir line (at 22 miles 1,187 yds. from Salonica). The line then crosses the Kará Azmái by a metal bridge of 236 ft., passes the station of Kerjalár, crosses the Vardár by a metal bridge of 1,148 ft. in 12 spans, leaving on the l. a junction line in the direction of Topsín (Salonica-Ŭsküb line).
322	979	Salonica .

ROUTE II

SCHEMATÁRI—CHALCIS (BRANCH LINE), 13½ miles

(See *Roads and Tracks*, Route 10, alternative track A)

miles	yards	
0	0	Schematári , alt. 416 ft., water-tank of 883 cub. ft. Line runs to the N. across a plain, and then between low hills to the Euripus, in view of the Euboean mountains of Delph and Olympus; Drámesi on r., Vathý on l.
6	1570	Vathý (Mikró Vathý), alt. 62 ft., T., crane of 2½ tons, loading platform, 2 loop-lines. Line runs round the N. bay between the sea and the Megálo Vounó, and, at S. base of the hill on which was formerly the Turkish fort of Karababá, enters Chalcis station.
13	742	Chalcis station, which lies close to the swing-bridge over the Euripus, on its W. shore; alt. 10 ft., T., Tp., swing-bridge, weigh-bridge, crane of 10 tons, 6 shunting lines, coach-house, engine-house, water-tank of 1,766 cub. ft. The town is on the E. shore.

ROUTE III

LIANOKLÁDI—STYLÍS (BRANCH LINE), 14 miles

(See *Roads and Tracks*, Routes 24 and 48)

miles	yards	
0	0	Lianokládi , alt. 80 ft., water-tank of 883 cub. ft. From Lianokládi to Lamía maximum gradient 1 in 50, minimum radius of curves 1,312 ft.

miles	yards	
0	884	Metal bridge of 16 ft.
3	814	Lamia , alt. 187 ft., T., Tp., weigh-bridge, crane of 10 tons, goods siding, 4 loop-lines. From Lamia to Megále Vrýsi maximum gradient 1 in 50, minimum radius of curves 2,626 ft.
4	851	Metal bridge of 2 spans of 40 ft.
5	1508	Megále Vrýsi halt, alt. 46 ft., loop-line. From Megále Vrýsi to Hágia Marína maximum gradient 16 per 1,000, minimum radius of curves 3,280 ft.
7	296	Metal bridge of 16 ft.
9	825	Metal bridge of 23 ft.
9	1449	Metal bridge of 2 spans of 33 ft. over the torrent Avláki.
9	1646	Metal bridge of 23 ft.
11	1513	Hágia Marína halt, alt. 16 ft. From Hágia Marína to Stylís maximum gradient 1 in 100, minimum radius of curves 1,640 ft.
12	1281	Metal bridge of 16 ft. over a ravine.
13	1748	Stylís , alt. 13 ft., T., turn-table, crane of 2½ tons, goods siding, wagon-shed, locomotive-shed, water-tank of 1,766 cub. ft., 6 shunting lines.

B. NORTH-WESTERN RAILWAY

(ROUTE IV)

This is a distance of 38 miles. In 1904 this railway made a profit of only £1,000. The mountainous character of the country between Agrínion and Kardítsa, the nearest point of the Thessalian railway, renders any idea of a junction with that system out of the question, as such an extension could not possibly pay in that thinly populated region. But it has long been proposed to extend the line to Arta, and now there are plans to take it beyond Arta to Yanina (see Route 33). The width of the track is 1 metre (3 ft. 3 $\frac{3}{8}$ in.). The whole is laid with wooden sleepers, upon which the sea air has a markedly destructive effect, so that they have to be replaced every 8 years. In 1913 it was intended to introduce steel sleepers. The engineering features of this line are not important, but the number of culverts and bridges is noteworthy. There are no tunnels. The rolling-stock was given in 1913 as being: locomotives 5, each of 20 tons; 1 of 24 tons; passenger coaches 10; luggage wagons 4; goods wagons 90. The rolling-stock is maintained in a fair condition. The staff consists of about 130. The workshops are situated at Mesolónghi and, although small, are well equipped.

The branch line from Aitolikó to Neochóri (5 miles long) was opened in 1912.

ROUTE IV

KRYONÉRI—MESOLÓNGHI—AGRÍNION, 38 miles

WITH BRANCH FROM AITOLIKÓ TO NEOCHÓRI, 5 miles

The railway to Mesolónghi skirts Mt. Varásova (ancient Chalcis), alt. 3,010 ft., and crosses the Phídaris (ancient Euenus) river by a bridge 787 ft. long with 12 spans.

For the district through which the line travels see *Roads and Tracks*, Routes 33, 34, and 36.

miles	
0	Kryonéri.
2	Galatá.
4½	Evenochóri (Vochóri), village of the fishers of adjacent lagoon.
10	Mesolónghi (Mesolóngion) separated from the sea by a lagoon 4½ miles broad, extending between the plains of the mouths of the Phídaris and the Aspropótamos (see Route 33).
13¼	Halyké.
16¾	Aitolikó (Anatolikó).
	From Aitolikó a branch line opened in 1912 runs via the Aitolikó causeway W. to Neochóri , 5 miles.
	Railway bends towards the NW. Oak woods. Pass of Kleisoúra on r.
23½	Stamná near the Aspropótamos.
28¾	Angelókastro at the W. end of the lake of the same name.
31½	Kalývia. Branch line of 1¼ mile W. to the Aspropótamos to transport wood floated down from Mt. Pindus.
33½	Plátanos.
36½	Dokímio.
38	Agrínion (Vrachóri), terminus of the railway.

C. THESSALIAN RAILWAY

(ROUTES V-VII)

General Description of System.—The Thessalian Company's line was opened in 1884; the carriages are uncomfortable and the engines of small power. Gauge 1 metre (3 ft. 3½ in.). It has a length of 124 miles. The annual profits of the Thessalian railway in 1904 were over £33,000. From Vólo a steam tramway (gauge 0·50 of a metre) runs along the E. shore of the gulf to Meliés, 17 miles.

The railway unites Vólo, on the one hand, to Lárissa, and, on the other, to Kardítsa, Tríkkala, and Kalabáka. It thus connects all the plain of Thessaly with the port.

Its point of departure is Vólo. The company, which has concession rights, is proprietor in this port of a large wharf. Deep-sea ships could lie along it, if the wharf were lengthened a little.

From Vólo the line rises according to an outline showing acclivities of 22 per 1,000 as a maximum, and radii of 360 ft. as a minimum, crossing a ridge near stone quarries, and descends to Velestíno (alt. about 260 ft.), and there branches: (1) NW. to Lárissa through the plain, and (2) S. then W. up over the col of Aīvalí (alt. 787 ft.), through which it enters the W. plain of Thessaly. It follows this plain with slight declivities and wide curves, crossing the affluents of the Peneios (Salamvriá), and terminates at Kalabáka (alt. 689 ft.) after a course of 99 miles.

The branch which runs from Velestíno to Lárissa follows an equally easy outline; length of line 25 miles.

Before the war in 1914 there was a daily passenger service of 3 trains *per diem* in both directions from Vólo to Lárissa taking something under two hours, the speed being about 18 miles an hour from Vólo to Lárissa; from Lárissa to Vólo the time was 2 hrs. 40 mins., the speed being about 14 miles an hour.

The company can deal with the ordinary traffic, which at harvest time involves an export trade of cereals amounting to about 40,000 tons in good years. Under pressure it can carry from Vólo, in addition to the normal traffic, about 200 tons a day.

On an average the company can annually deal with imports of about 32,000 tons and with exports of about 40,000 tons, while at the same time dealing with intermediate exchanges amounting to about 17,000 tons. The normal commercial speed of its trains is about 13 miles per hour on the section with steep gradients and 18 to 22 miles per hour over the rest of the line.

If certain improvements were made, such as 3 new crossing stations between Vólo and Kerlí, good terminal facilities at Vólo and Lárissa, and necessary additions to the rolling-stock, and if the line generally were brought up to modern standards, it has been estimated that 16 trains *per diem* could be run.

The mountains which surround the plains of Thessaly being for the most part unwooded, especially in their lower slopes, the watercourses are rather of the nature of torrents, and are subject to frequent rises. These produce in the slightly inclined plains inundations, sometimes spreading over vast areas. This was one of the difficulties in the construction of the lines.

The line from Vólo to Lárissa, which goes by Kerlí, met with difficulties in the first 9 miles only. In this part it had to cross the rather high relief which bounds the plain of Lárissa on the S. The passage of this height, the col of which is 456 ft. high, is effected by gradients of 15, 20, and 21 in 1,000, and curves of a minimum radius of 200 to 250 m. (656 ft. to 820 ft.). At two points only, in order to get round two rather high rocky promontories, it has been necessary to employ a radius of 180 m. (590 ft.), but in these two curves the gradient has been reduced by half. The maximum gradient reaches 21 in 1,000 at two points only over a total length of 1,245 m. (4,084 ft.). In the part on

the plain, from Velestíno to Lárissa, where the principal object was to avoid marshy bottoms, and where dépressions may become dangerous when floods occur, only insignificant declivities are found, with stretches of straight track, and curves of 500 to 1,000 m. (1,640 ft. to 3,280 ft.).

As regards the line from Velestíno to Kalabáka, one encounters on leaving Velestíno a region formed of layers of clay and decomposed mica schist and with marked features, being cut into by deep ravines. The outline of this section is undulating for a length of a little over 3 miles and presents successive gradients of 18, 23, 27, and even 30 in 1,000, but not of great length. A level of 967 ft. has been contrived in the middle of the ascent; the medium curves are from 200 to 250 m. (656 ft. to 820 ft.) and in four curves diminish to from 175 to 150 m. (574 ft. to 492 ft.). The descent into the valley which ensues upon the gradients takes place in less exacting circumstances, with slopes of 20 in 1,000 and minimum radii of 200 to 250 m. (656 ft. to 820 ft.); and finally in the valley of Aívalí and the Tsanarlés the declivities keep at between 10 and 12 in 1,000 reaching 15 only over a short stretch, while the curves keep below 300 m. (984 ft.).

It is only at the height of Phársala about mile 41 that the line from Velestíno to Kalabáka enters on the plain. The crossing of this plain is less easy than that of the plain of Lárissa. The plain is furrowed with numerous watercourses of a torrential character, which frequently overflow. The beds of these streams are very sinuous and for the most part lie deep, enclosed by high banks, which have been raised above the level of the plain by the deposits brought down by floods. Consequently depressions form in the intermediate spaces, into which the waters flow, and in which they are retained when the streams have subsided. The line, which has to cross these inundated areas, in a direction at right angles to the course of these streams and forming an embankment, finds itself in consequence considerably exposed. Thus the line from Phársala to Trikkala, which for 45 miles has very slight declivities and fairly large curves, has nevertheless

a considerable number of engineering features, because, apart from bridges, it has been necessary to multiply discharging works between the rivers. Accordingly on this distance of 45 miles there are 237 bridges and culverts with a total opening of 3,862 ft. giving an average of 86 ft. of opening and more than 5 constructions per mile. On leaving Trikkala the line quits the plain, and enters the upper valley of the Peneios, which is fairly wide, closing in only on approaching Kalabáka. The outline of this section has accordingly only minimum radii of 300 to 400 m. (984 ft. to 1,312 ft.) and gradients of 5 to 6 in 1,000, which rise to 10 and 12 only on arriving at Kalabáka.

To sum up, the system has two sections with undulating outlines, about 17 miles of which are difficult ; about 37 miles, in valley or on hill-side, are of moderate difficulty ; and about 70 miles are in the plain.

Line, Surface, &c.—The normal breadth of the embanked surface of the line was fixed at 4 m. (13·12 ft.). In the cuttings through earth where there are lateral drains with an orifice of 0·90 m. (3 ft.) the total breadth of the surface becomes 5·80 m. (19 ft.). Where the cutting is through rock with a depth of more than 1·50 m. (5 ft.) the width has been reduced to 3·70 m. (12 ft.) by supporting the ballast by dry stone walls and diminishing the cutting of the drains. In the plain and in the parts exposed to floods the body of the line is strongly embanked and the level of the surface has been kept at least 0·40 m. (1 ft. 4 in.) above the highest water-level. All these embankments are quite artificial, and the construction has been so regulated that where the earth has been taken lateral ditches have been left on both sides parallel to the axis. These receive the excess waters and lead them to neighbouring works, thus providing a measure of defence. A berm or banquette of 1·50 m. (5 ft.) has been left between the foot of the talus of the embankments and the interior ridge of the ditch, and this is planted for the purpose of protecting the foot of the embankment, in case of the water producing erosion of the interior part of the ditch.

The height of the embankments on the plain varies from 0.60 m. to 1.80 m. (2 ft. to 6 ft.).

All the constructions contiguous to the line in the stations and dépôts, such as goods platforms, posts, repairing shops, &c., are at a minimum distance of 0.85 m. (nearly 3 ft.) from the edge of the rail.

All the roads and paths encountered are crossed by level crossings, not merely from reasons of economy, but because the line is nowhere high enough to allow viaducts beneath it. These level crossings over the whole system amount to 180, and the average distance between them is 1,121.62 m. (3,681 ft.). They are all provided with barriers, the opening of which varies from 7 to 5 and 4 m. (23 ft. to 16½ ft. and 13 ft.) according to the importance of the road crossed. These barricades are formed by means of swing-frames or chains, swing-frames being reserved for those crossings where there is a large traffic. On first-class roads these crossings are paved to within 1 m. (3¼ ft.) of the edge of the rails; they are simply covered with gravel in the case of country roads and tracks.

The line is fenced only in the vicinity of stations and where it passes through villages. Near station buildings wooden trellis fences are used, elsewhere the stations are surrounded by iron wire fences with three wires and supporting posts at distances of 2.50 m. (8 ft.). For the last type of fence galvanized telegraph wire of 4 mm. (0.16 in.) diameter is used.

A telegraph line for the special service of the railway has been established over the whole system. The wire of galvanized iron 4 mm. (0.16 in.) in diameter weighs about 100 kilos (220 lb.) per kilometre. The posts are of pine or of oak and 6 to 7 m. (19½ ft. to 23 ft.) high, with a diameter at the foot of 0.12 m. to 0.15 m. (4.72 in. to 5.90 in.). The porcelain insulators are bell-model with a groove in which the wire rests, sustained and fixed by a crossed ligature of copper wire of 1.5 mm. (0.06 in.). The free height above the level crossings and the station crossings has been kept at 4.50 m. (15 ft.) by means of higher posts. The telegraph stations

numbering 16 (according to information not of recent date), of which there are two at Velestino, are provided with Morse retransmission apparatus, with 10 Meidinger elements in sulphate of copper, 4 of these being for the local battery and 6 for the battery of the line. The average distance between these telegraph stations is 12·618 km. (about 8 miles).

Permanent Way.—The rail, which has Vignole profile, is of Bessemer steel, and weighs 21·25 kilos (47 lb.) per running metre. Its normal length is 6·44 m. (21·19 ft.), and there are short rails of 6·39 m. and 6·34 m. (20·96 ft. and 20·79 ft.) for the laying of curves.

The elementary dimensions of the rails are as follows : height 100 mm. (3·94 in.), breadth of head of rail 46 mm. (1·81 in.), breadth of bottom of rail 78 mm. (3·07 in.), breadth of the bore of rail 11 mm. (0·43 in.), fishing angle 130°, section 2,717 mmq. (4·21 sq. in.), weight per running metre 21·25 kilos (47 lb.), distance from the centre of gravity to the bottom of the rail 50·7 mm. (2 in.), distance from the centre of gravity to the head of the rail 49·3 mm. (1·94 in.).

The joint is an overhang, and the width of the sleepers from the joint is 0·50 m. (1·64 ft.) from axis to axis, and 0·15 m. (5·90 in.) of the rails is borne on the sleepers.

The fish-plates are of strong or streaky iron with symmetrical profiles. Their elementary dimensions are as follows : height 63·8 mm. (2·51 in.), thickness 15 mm. (0·59 in.), length 440 mm. (16·32 in.), pin-holes, horizontal diameter 26 mm. (1·02 in.) and vertical diameter 19 mm. (0·75 in.), section of a fish-plate 991·8 mmq. (1·54 sq. in.), weight 3·100 kilos (6·83 lb.).

The pins are of strong iron, and their screw has six sides in hardened iron ; they are provided with turning gouges under the screw. The head is shaped like the head of a rivet. The diameter of the body is 18 mm. (0·71 in.), total length 93 mm. (3·66 in.), length of screw portion 38 mm. (1·50 in.), head (diameter) 32 mm. (1·26 in.), hexagonal screw (height) 30 mm. (1·18 in.), circumscribed circle of the screw (diameter) 36 mm. (1·42 in.), section of the body of the bolt 254 mmq.

(0.39 sq. in.), weight 0.331 kilo (0.73 lb.). The bolts have been so placed that the head is on the inside of the line and the screw on the outside.

The climbing spurs are in streaky iron, with section 13 mm. (0.51 in.) square and total length 120 mm. (4.72 in.). The projection of the beak is 14 mm. (0.55 in.) and their weight 0.193 kilo (0.43 lb.). In some cases the projection of the beak is 19 mm. (0.75 in.), the total length 130 mm. (5.11 in.), and the total weight 200 grammes (0.44 lb.). In some cases the sleepers have saddles.

The sleepers are of Dalmatian oak. They have a 12×20 rectangular section chamfered, base $2\frac{1}{2}$, along the upper edges. Their length is 1.80 m. (5.91 ft.) and their medium weight 42 kilos (92.57 lb.).

On alinements and curves above 450 m. (1,480 ft.) 9 sleepers are placed per rail of 6.44 m. (21.12 ft.), leaving a space of 0.75 m. (2.46 ft.) from axis to axis of the sleepers in the intermediate spans; of 0.50 m. (1.64 ft.) in the joint span; and of 0.72 m. (2.36 ft.) between the sleepers adjoining the joint. For the curves below 450 m. special arrangements have been made; in order to provide against the dilation arising from extreme variations of temperature occurring in Thessaly a free space of a maximum of 7 mm. (0.28 in.) has been left. This question of dilation has led to the rails being no longer than 6.44 m. (21.12 ft.).

The curves with small radii of 175 and 150 m. (578 and 495 ft.) on the steep section between Velestino and Persephli all occur on very high embankments. Any case of running off the rails could therefore produce very serious consequences. Accordingly, to assure the secure progress of the trains descending these curves and to render the line more rigid, check rails have been placed inside the line on the side of the small radii and all along the curve.

The line presents only one type for points and crossings at an angle ($5^{\circ} 42' 38''$) whose tangent is 0.1, and with symmetrical switching, so as to procure deviation to left or to right. The junction curves of all the connexions have

a radius of 140 m. (460 ft.). The total length of the normal line requiring to be dismantled to place a simple connexion is 32.22 m. (106 ft.) corresponding to a length of 5 rails of 6.44 m. (21.12 ft.) plus 5 joints of 4 mm. (0.16 in.). The switches and the switch check rails are dressed and adjusted rails. The mathematical length of the switch is 4.25 m. and its real length 4.35 m. (13.94 ft. and 14.27 ft.), the switch check rail being 4.75 m. (15.58 ft.). The crossing or heart is in melted steel; its total length from joint to point is 1.78 m. (5.84 ft.).

There are two types of turn-tables : large, of 10 m. (32.80 ft.) diameter, for locomotives, and ordinary, of 3.50 m. (11.48 ft.), for wagons. Over the whole system the number of large turn-tables is 5, 3 being placed in the terminal stations of Vólo, Lárissa, and Kalabáka, and the two others at Velestíno (junction) and at Kardítsa (station for the deposit of the reserve locomotives for the Velestíno-Kalabáka line).

The weigh-bridges with a utilizable power of 16 tons approximately are of the ordinary type with masonry trough reduced to the 1 m. line. Over the system there are 12 of these bridges.

There are 9 water-tanks containing 25 mc. (883 cub. ft.). At Vólo, where there is the principal locomotive dépôt and the repairing shop, there is a reservoir of 50 mc. (1,766 cub. ft.). In terminal stations, such as Vólo, Lárissa, and Kalabáka, and in the stations where there are engine-sheds and large turning-tables, as at Velestíno and Kardítsa, the water-tanks are placed near these sheds opposite the line leading to the turn-table. But in the intermediate stations the water-tanks are placed at one of the extremities opposite the principal line. The whole system thus possesses 10 water-tanks, the average distance between which is 22.4 km. (13 miles 1,600 yds.).

Stations.—The average distance between stations, i.e. between the points where two trains could cross, is 12.6 km. (7 miles 1,400 yds.). Of the stations for important centres only Phársala is at some distance from the centre of the town, some 3 km. (2 miles), to avoid a large marsh which lies

between the line and the town. As regards dimensions and the importance of their installations and lines, the stations may be divided into 4 classes. There are 2 special or first-class stations—Vólo, which is the head of the whole system, and Lárisa ; 2 stations of the 2nd class—Kardítsa and Tríkkala ; 3 stations of the 3rd class—Velestíno, Kalabáka, and Phársala ; intermediate stations are of the 4th class. Except at Vólo, where the goods traffic is completely separated from the passenger, goods sheds and lines are on the same side of the station as the passenger buildings ; and in stations of the 4th class, where the personnel may be limited to the station-master, the goods shed has one of its gables joined on to the building for passengers.

Apart from other service lines there is in every station a passing line. This is directly connected with the main line. The length available for shunting on these passing lines is a minimum of 232 m. (761 ft.). The space intermediate between these passing lines and the principal line is everywhere 2.90 m. (9.5 ft.) wide, which gives 1.30 m. (4.3 ft.) between the trains for the circulation of staff and public.

The station of Vólo has been laid out on a large scale. The total surface of its platform is 80,520 mq. (about 866,000 superficial ft.). It contains 5,430 m. (17,800 ft.) of shunting and service lines, of which 1,160 m. (3,800 ft.) is for passenger service and 2,900 m. (9,500 ft.) for goods service (which comprises the lines of the maritime station and of the wooden pier) and 1,370 m. (4,500 ft.) for traction service, sheds, dépôts, stores, and workshops. The extremity of this station projects into the sea and is terminated by a masonry quay 1.55 m. (5 ft.) above the water with a development of 100 m. (328 ft.), from which a wooden pier detaches itself, resting upon piles and carrying rails and having a length of 300 m. (984 ft.), sufficient to reach a depth of water permitting ships drawing 19 ft. to come alongside.

In all the stations the switch levers placed on the main line or a shunting line are provided with a Bender lantern signal showing the position of the switches. The entrance to

stations of the 1st, 2nd, and 3rd class is protected on both sides by distance signals with a lantern with three flames, the lever controlling which is placed near the first switch on entering the station. As regards stations of the 4th class only those which are approached by curves and are hidden are provided with distance signals.

Buildings.—It has been necessary to construct buildings for employees in order to facilitate service and because the villages connected with the line do not for the most part offer sufficient resources for this purpose. All these buildings are of two stories; in the upper are one or two lodgings for the staff, while the ground floor is reserved exclusively for service purposes. The receiving offices have the following surfaces: 1st class 317 mq. (3,412 superficial ft.), 2nd class 236 mq. (2,540 superficial ft.), 3rd class 133 mq. (1,431 superficial ft.), 4th class 74.75 mq. (804 superficial ft.).

There are two types of goods sheds: those with, and those without, an internal line. Those having an internal line are found at Vólo, Lárissa, and Kalabáka. The shed at Vólo is so constructed as to contain 3 wagons, those of Lárissa and Kalabáka to contain 2 wagons. The type without internal rail is that in use at stations of the 2nd and 3rd class (Kardítsa, Tríkkala, Velestíno, Phársala). In connexion with these sheds and against one of the gables are found loading platforms or inclined planes for animals, the surface of which varies from 100 to 55 mq. (1,076 to 592 superficial ft.) according to the class of station. In addition there are found in certain stations, as at Lárissa, special sheds for cereals which are served by lines of their own.

Two types of locomotive-sheds have been adopted: (1) with one line, with 5 m. (16.40 ft.) of internal width; (2) with two lines, with 10 m. (33 ft.) of internal width. These two types of sheds may be lengthened by adding one or more arched covers according to the number of locomotives to be sheltered. The first type is found at Velestíno and Kardítsa, the second at Lárissa and Kalabáka. At Vólo, which is the principal traction dépôt, an internal length has

been given of 35·40 m. (116·14 ft.) by adding 8 arched covers, to accommodate 6 locomotives, 3 on each line.

At Vólo there is a coach-shed with 3 lines for 9 coaches, at Lárissa and Kalabáka sheds with 2 lines for 4 coaches.

At Vólo, near the workshops and machine-sheds, there have been constructed two stores, one in masonry, covered with tiles, having a total interior surface of 151·30 mq. (1,628 superficial ft.). The other is a coal-store with a surface of 165·44 mq. (1,780 superficial ft.) able to contain 350 to 400 tons, or about the load of a small sailing vessel.

A workshop has been established at Vólo station having a total surface of 784 mq. (8,436 superficial ft.) comprising a building of 2 connected bays 39 m. (128 ft.) long by 10 m. (33 ft.) of internal width. This workshop is behind the large locomotive-shed and on the same axis, so that the rails used in connexion with fitting and adjusting coincide with those going to the shed. A locomotive transhipper, mounted over a pit and placed between the workshop and the shed, connects the two lines. All dependences and installations having to do with traction and rolling-stock, such as sheds, workshop, general store, coal dépôt, water-tank, coal platform, &c., have thus been brought together into the same part of the station, united by special lines controlled by one switch. The workshop contains a large number of machine-tool apparatus: a forge with two fires, ventilator, steam-hammer; copper foundry and coppersmith's works; horizontal steam-engine of 20 horse-power; general gearing for all the machine tools; double turning-lathe for coach and wagon wheels; slide lathe for rolling and screw cutting; filing machine; worming machine; drilling machines; steam-stamper; circular saw; hydraulic press, &c.

Engineering Works.—Arched structures are rare; open works or iron superstructures are frequent even for openings of less than 4 m. (13 ft.). The foundations have offered little difficulty, except at certain points where it has been necessary to use a layer of concrete, and in the case of the piers of the bridges over the Tsanarlés and the Peneios, which

have required some pile work. In the Kardítsa-Tríkkala section the line is protected by dykes.

The following are particulars regarding the iron super-structure of these engineering works :

<i>Opening between abutments.</i>	<i>Length of the girders or bind-beams.</i>	<i>Total weight.</i>
<i>Metres.</i>	<i>Metres.</i>	<i>Kilograms.</i>
0·80	1·40	222
1	1·60	429
2	2·70	951
3	3·80	1,800
4	4·80	2,628
5	6·40	5,200
6	7·50	6,100
8	9·40	7,400
10	11·80	10,480
12	13·80	13,100
15	16·60	26,900
20	21·80	37,800
25	26·80	49,600
30	32·62	60,400
36	38·80	86,660
40	42·80	100,910

There are over the whole system only two such works having more than one span, and both of these are found on the line from Velestíno to Kalabáka : (1) the bridge over the Tsanarlés having 50 m. (164 ft.) total opening in two spans of 25 m. (82 ft.); (2) the bridge over the Peneios having two central spans of 44·60 m. (146 ft.) and two supplementary discharging spans of 10 m. (33 ft.) each.

Tsanarlés Bridge.—The total opening of this bridge between the abutments is 52·05 m. (171 ft.) divided into two equal spans of 25 m. (82 ft.) by a pier of 2·05 m. (6 ft. 9 in.) without crown. The abutments are set on a layer of concrete, resting on a bed of compact gravel. Only in the case of the pier has it been necessary to drive piles to contain the earth, which was not firm enough except under the abutments. A bed of concrete has been laid, 1·80 m. (5·9 ft.) thick. The foot of the pier and of the abutments has been protected against floods by solid rock-packing. The metal running plate is formed by two lattice girders of a total

length of 54.23 m. (178 ft.). The line between sleepers passes over a space of 2 m. ($6\frac{1}{2}$ ft.) of the bridge. The running plate is covered with a flooring of striated iron. The elementary dimensions of the running plate are: free space of each span 25.40 m. (83 ft.); part resting on the abutments 0.925 m. (3.03 ft.); part resting on the pier 1.60 m. (5.25 ft.); total length of the binding beams 54.25 m. (178 ft.); height of the binding beams between soles 2.66 m. (8.72 ft.); total weight of running plate, including line, 82,827 kilos (815 tons).

Peneios Bridge.—This consists of two main spans of 44.60 m. (146 ft.) and two discharging spans of 10 m. (33 ft.). This is the most important structure on the system. The masonry of the abutments of the pier is of scappled limestone; the angles and belting courses are of hewn stone. The foundations did not present many difficulties, with the exception of those of the pier, where a fine gravel is found going down to a great depth; here a complete system of piles was necessary. The elementary dimensions of the large spans are as follows: free space of each span 45.20 m. (148 ft.); part resting on the abutments 1.10 m. (3.61 ft.); part resting on the pier 2.20 m. (7.22 ft.); total length of the binding beams 94.80 m. (310 ft.); height of the binding beams between soles 4.77 m. (15.6 ft.); total weight of running plate without line 189,414 kilos (1,864 tons), and of line, flooring, and ballast 48,064 kilos (473 tons).

Rolling-stock.—Locomotives: 9 tank locomotives with 3 coupled axles, leading and trailing wheels, 5 super-heated tank engines, with 3 coupled axles. Coaches: 1 royal saloon; 2 saloon carriages; 12 mixed first and second-class carriages; 33 third-class (covered) carriages; 8 third-class (open) carriages. Vans and trucks: 7 luggage vans; 3 luggage vans with second-class compartment; 120 covered goods trucks; 100 tilt trucks; 62 low-sided trucks; 10 low-sided trucks with partitions which may be removed; 20 platform trucks; 15 sheep trucks with 2 tiers; 1 tank wagon.

ROUTE V

VÓLO—LÁRISSA, 37 miles (about 2 hours)

For the district through which the line runs see *Roads and Tracks*, Routes 26 and 28.

miles	yards	
0	0	<p>Vólo station, alt. 8 ft., near quay accessible to ships drawing 19 ft. There are extensive sidings at the station and a line (546 yds.) runs on to the railway pier, which is 1,450 ft. long with 20 ft. depth of water at the end. To the l. of the maritime station there are stores. Vólo is a station of the first class. Water-tank of 1,766 cub. ft., engine-shed, coach-shed, turn-tables for trucks, distance signal, weigh-bridge, workshops, sheds.</p> <p>From Vólo to Latomeíon the maximum gradient is 22 per 1,000, minimum radius of curves 590 ft.</p> <p>Line going E. crosses the small and well-tilled plain of Vólo, to the NE. of which rise the broad flanks of Pelion (alt. 5,348 ft.) with their villages; it then ascends the low but rocky hills that separate Vólo from the plains of Thessaly.</p>
0	648	<p>Metal bridge of 66 ft. over the torrent Kraf sídon.</p>
1	1079	<p>Metal bridge of 100 ft. over torrent Xeriás.</p>
6	485	<p>Latomeíon ('Quarry'), alt. 450 ft.</p> <p>Beyond Latomeíon the line goes through the pass of Piláph Tepé, enclosed by low hills, through which also runs the main road from Vólo to Lárissa (see Route 26); it then descends, passing several tumuli and a hill crowned with a ruined Turkish watch-tower.</p>

miles	yards	
		From Latomeíon to Velestíno maximum gradient 20 per 1,000, minimum radius of curves 656 ft.
9	1578	Metal bridge of 33 ft.
11	325	Velestíno , alt. 262 ft., junction of the railway to Tríkkala, third-class station, water-tank of 883 cub. ft., locomotive-shed, turn-table for locomotives, distance signal. Town lies $1\frac{1}{4}$ mile to l. of railway in a ravine of Mt. Mávro Voúni (alt. 2,624 ft.).
		The line now runs NW. through the monotonous E. part of the Thessalian plain which is bounded on the W. by the Mávro Voúni. The large Lake Kárla (ancient Boebëis) at the foot of Mt. Pelion is visible as a bright streak. To the N. rises the peak of Mt. Ossa (alt 6,490 ft.), to the l. of which is Olympus (alt. 9,793 ft.) covered with snow nearly all the year round.
		From Velestíno to Kerlí maximum slope 10 per 1,000, minimum radius of curves 984 ft.
12	95	Line to Kalabáka branches off to l.
17	209	Metal bridge of 26 ft., 2 spans, over the torrent Karaderé.
19	460	Kerlí , alt. 206 ft., fourth-class station, goods shed on r.
		From Kerlí to Kililér maximum gradient 2 per 1,000, minimum radius of curves 9,840 ft.
22	541	Kililér , alt. 207 ft.
		From Kililér to Tsoulária maximum gradient 5 per 1,000, minimum radius of curves 9,840 ft.
25	361	Metal bridge of 13 ft. over a stream.
26	1279	Tsoulária , alt. 219 ft., fourth-class station.
		From Tsoulária to Topouslár maximum

miles	yards	
		gradient 6 per 1,000, minimum radius of curves 3,280 ft.
29	630	Metal bridge of 13 ft.
29	756	Metal bridge of 13 ft.
30	569	Metal bridge of 13 ft.
30	800	Topouslár , alt. 242 ft., fourth-class station ; on the r. about 15 miles distant is the gorge of Agyiá.
		From Topouslár to Lárissa maximum gradient 5 per 1,000, minimum radius of curves 1,968 ft. For the greater part of the way to Lárissa the line now runs on an embankment.
30	1271	Metal bridge of 20 ft.
30	1479	Metal bridge of 13 ft.
37		Lárissa (see Route 22), first-class station, alt. 260 ft., water-tank of 883 cub. ft., engine-shed, wagon-shed, turn-table for locomotives, distance signal, grain shed, goods shed, well. The station is about 300 yds. SE. of the station on the normal-gauge railway to Salonica and Athens (see Route I). The stations are about $\frac{1}{2}$ mile S. of the town.

ROUTE VI

VÓLO—TRÍKKALA—KALABÁKA, 98 $\frac{3}{4}$ miles

Eighty-five miles to Tríkkala in 5 $\frac{1}{2}$ hours, thence 13 $\frac{3}{4}$ miles to Kalabáka in $\frac{3}{4}$ hour.

For district through which the line runs see *Roads and Tracks*, Route 31.

miles	yards	
0	0	Vólo. From here to mile 12, yard 95, line is identical with the Vólo-Lárissa line (Route V).

miles	yards	
12	95	Alt. 275 ft. Line leaves Vólo-Lárisa line. From the bifurcation to Persephlí the maximum gradient is 30 per 1,000, minimum radius of curves 492 ft. Line runs at first SE. and penetrates by several cuttings the chain of hills separating the plain of Velestíno, on the N., from the plain of Halmyró, on the S.
13	80	Metal bridge of 26 ft., 2 spans.
15	1487	Summit of gradient, alt. 748 ft.
17	909	Metal bridge of 13 ft.
19	790	Persephlí , alt. 577 ft., fourth-class station, water-tank of 883 cub. ft., distance signal, turn-table for locomotives. From Persephlí to Chalkodónion (Moustaphaklí) maximum gradient 15 per 1,000, minimum radius of curves 820 ft. Line turns in general W. direction and continues to rise.
21	61	Metal bridge of 13 ft., 2 spans.
22	1634	Chalkodónion (Moustaphaklí) halt, alt. 731 ft. From here to Aïvalí maximum gradient 15 per 1,000, minimum radius of curves 984 ft.
27	1162	Aïvalí , alt. 696 ft., water-tank of 883 cub. ft., distance signal, weigh-bridge; in view of the Pindus range. Village 2 miles NE. of station. From Aïvalí to Ormán Magoúla maximum gradient 11 per 1,000, minimum radius of curves 1,312 ft.
27	1689	Loading lines for chromium mines 2 miles to SE.
28	377	Metal bridge of 26 ft., 3 spans.
28	745	Metal bridge of 13 ft.
29	1288	Metal bridge of 13 ft.

miles	yards	
32	672	Metal bridge of 13 ft.
33	1413	Ormán Magoúla , alt. 364 ft., fourth-class station, wells, extensive ruins of ancient fortified town of Skotoússa 5 miles to N. A series of low hills leads up to the steep crags known as Mávro Voúni. The line now approaches the r. bank of the deep bed of the Tsanarlés (ancient Enipeus). From Ormán Magoúla to Lazarboúga maximum gradient 9 per 1,000, minimum radius of curves 1,312 ft.
34	328	Metal bridge of 13 ft.
37	716	Lazarboúga , alt. 495 ft. From Lazarboúga to Phársala maximum gradient 9 per 1,000, minimum radius of curves 1,312 ft.
37	1463	Bridge over the Tsanarlés, 2 metal spans each of 82 ft. The line approaches the S. slope of Mt. Krindír (alt. 1,135 ft.), a prolongation of Mt. Sourlá (alt. 1,765 ft.).
37	1638	Metal bridge of 13 ft.
38	947	Metal bridge of 13 ft.
41	456	Phársala , alt. 446 ft., third-class station, water-tank of 883 cub. ft., distance signal, weigh-bridge, goods shed, restaurant. Town 2 miles to S. across a marshy plain, famous for its tobacco (see Route 22), on l. bank of Pharsalítis and at the N. foot of a spur of the Kassidiáris mountains (alt. 3,775 ft.). The railway proceeds in general W. direction across the plain of Phársala, which is bounded on the N. by a chain of low hills. To the l. are spurs of Mt. Pindus, the streams descending from which in winter

miles	yards	
		convert this district into a marsh. It is crossed by an affluent of the Pharsalítis.
		From Phársala to Gousgounária maximum gradient 7 per 1,000, minimum radius of curves 3,281 ft.
43	1748	Gousgounária (Evédrión), alt. 413 ft.
		From Gousgounária to Demerlí maximum gradient 4 per 1,000, minimum radius of curves 2,296 ft.
47	849	Metal bridge of 33 ft. over the Pharsalítis.
48	1042	Demerlí , alt. 377 ft., fourth-class station, distance signal, weigh-bridge, junction of line from Athens to Lárissa (see Route I, mile 188); the exchange line is on the l.; platform for transferring goods, military siding.
		Line passes under Athens-Lárissa line.
		From Demerlí to Sophádes maximum gradient 5 per 1,000, minimum radius of curves 1,476 ft.
48	1443	Exchange station for Athens-Lárissa line.
50	0	Metal bridge of 20 ft.
50	1370	Metal bridge of 13 ft.
51	293	Metal bridge of 100 ft. over the Domokítikos.
51	464	Metal bridge of 20 ft.
52	1530	Metal bridge of 40 ft. over a river.
53	564	Metal bridge of 20 ft.
54	390	Metal bridge of 66 ft. over another river (see <i>Roads and Tracks</i> , Route 31, mile 50).
54	960	Metal bridge of 20 ft.
54	1187	Metal bridge of 20 ft.
55	372	Metal bridge of 50 ft. over a stream.
56	1289	Metal bridge of 20 ft.
56	1413	Metal skew bridge of 118 ft. over the Pentámylos.
56	1534	Metal bridge of 20 ft.

miles	yards	
57	549	Metal bridge of 20 ft.
57	840	Sophádes , alt. 367 ft., on the river Pentámylos (Sophadítikos: see Routes 29 and 31), fourth-class station, water-tank of 883 cub. ft., distance signal, weigh-bridge, artesian well.
		From Sophádes to Kardítsa maximum gradient 5 per 1,000, minimum radius of curves 1,312 ft.
57	1020	Metal bridge of 13 ft.
57	1367	Metal bridge of 13 ft.
58	794	Metal bridge of 16 ft.
58	1560	Bridge of 13 ft.
59	357	Metal bridge of 131 ft. over the Orgózinós.
60	44	Metal bridge of 20 ft.
60	887	Metal bridge of 13 ft.
60	1733	Metal bridge of 13 ft.
62	107	Metal bridge of 66 ft. over the Lípsimos.
63	505	Metal bridge of 20 ft.
64	254	Metal bridge of 13 ft.
64	440	Metal bridge of 82 ft. over the Kalankí.
64	936	Metal bridge of 13 ft.
64	1299	Metal bridge of 13 ft.
64	1639	Metal bridge of 13 ft.
65	290	Metal bridge of 40 ft. over the Xerávlako.
65	953	Metal bridge of 13 ft.
65	1504	Metal bridge of 82 ft. over the Karoúm-balis.
65	1604	Metal bridge of 13 ft.
65	1864	Metal bridge of 40 ft. over a river.
66	342	Metal bridge of 13 ft.
66	684	Metal bridge of 13 ft.
66	1099	Metal bridge of 20 ft.
66	1418	Metal bridge of 13 ft.
66	1698	Metal bridge of 13 ft.
67	177	Kardítsa , alt. 367 ft., second-class station,

miles	yards	
		water-tank of 883 cub. ft., engine-shed, turntable for locomotives, distance signal, weigh-bridge, goods shed, wells.
		Kardítsa town $\frac{3}{4}$ mile to N. of station (see Route 31). To the N., across the plain, are the Chásia mountains.
		From Kardítsa to Phanári maximum gradient 5 per 1,000, minimum radius of curves 1,640 ft.
67	537	Metal bridge of 13 ft.
67	1408	Metal bridge of 13 ft.
68	808	Metal bridge of 13 ft.
68	1342	Metal bridge of 33 ft. over a stream.
69	29	Metal bridge of 13 ft.
69	252	Metal bridge of 13 ft.
69	684	Metal bridge of 13 ft.
69	845	Metal bridge of 13 ft.
69	1180	Metal bridge of 13 ft.
69	1263	Metal bridge of 26 ft.
69	1686	Metal bridge of 13 ft.
70	240	Metal bridge of 13 ft.
70	512	Metal bridge of 26 ft.
70	1207	Metal bridge of 13 ft.
71	142	Metal bridge of 13 ft.
71	437	Metal bridge of 13 ft.
71	885	Metal bridge of 33 ft.
71	1227	Metal bridge of 13 ft.
72	124	Metal bridge of 13 ft.
72	539	Metal bridge of 20 ft.
72	763	Metal bridge of 13 ft.
72	1087	Metal bridge of 13 ft.
72	1205	Metal bridge of 20 ft.
72	1305	Metal bridge of 13 ft.
72	1452	Metal bridge of 33 ft.
73	295	Metal bridge of 26 ft.
73	459	Metal bridge of 13 ft.

miles	yards	
73	368	Phanári , alt. 325 ft., fourth-class station, distance signal, weigh-bridge, well. Phanári village (see Route 31), seen after the train leaves the station, on the slope of a rocky hill, on which are the walls of a Byzantine citadel. To the l., in an angle of the Pindus range, rises a hill in the shape of an amphitheatre, on which are the walls of ancient Gomphi (near the village of Gelánthe), anciently a point of strategic importance. From Phanári station to Phanári village maximum radius 5 per 1,000, minimum radius of curves 1,312 ft.
73	556	Metal bridge of 13 ft.
74	1613	Metal bridge of 13 ft.
75	133	Phanári village halt, alt. 338 ft. From Phanári village to Phanári Magoúla maximum gradient 5 per 1,000, minimum radius of curves 984 ft.
77	231	Metal bridge of 13 ft.
77	427	Metal bridge of 33 ft.
77	668	Metal bridge of 82 ft. over the Mégas.
77	867	Metal bridge of 33 ft.
77	1138	Metal bridge of 33 ft.
77	1282	Metal bridge of 26 ft.
78	25	Phanári Magoúla .
78	323	Metal bridge of 66 ft. over the Bliouris.
78	798	Metal bridge of 13 ft.
78	967	Metal bridge of 13 ft.
78	1111	Metal bridge of 13 ft.
78	1285	Metal bridge of 33 ft.
78	1455	Metal bridge of 13 ft.
78	1602	Metal bridge of 13 ft.
79	286	Metal bridge of 13 ft.
79	366	Metal bridge of 20 ft.

miles	yards	
79	626	Metal bridge of 13 ft.
79	841	Metal bridge of 13 ft.
79	1016	Metal bridge of 13 ft.
79	1263	Metal bridge of 13 ft.
79	1441	Metal bridge of 13 ft.
79	1563	Metal bridge of 13 ft.
80	17	Metal bridge of 13 ft.
80	232	Metal bridge of 13 ft.
80	330	Kalývia , alt. 345 ft.
		From Kalývia to Stephanossáous the maximum gradient is 3 per 1,000, no curves.
80	429	Metal bridge of 26 ft.
80	574	Metal bridge of 26 ft.
80	1094	Metal bridge of 26 ft. over a mill-race.
80	1179	Metal bridge of 26 ft. over a stream.
80	1603	Metal bridge of 13 ft.
81	481	Metal bridge of 13 ft.
81	1232	Metal bridge of 13 ft.
81	1433	Stephanossáous , alt. 354 ft., fourth-class station, weigh-bridge.
		From Stephanossáous to Tríkkala maximum gradient 5 per 1,000, minimum radius of curves 1,640 ft.
81	1636	Metal bridge of 13 ft.
82	45	Metal bridge of 13 ft.
82	237	Metal bridge of 40 ft.
82	550	Metal bridge over the Peneios (Salamvriá), which flows rapidly along a wide channel, 2 spans of 145 ft. and 2 of 33 ft. plus the pier.
82	859	Ballast points.
82	972	Metal bridge of 40 ft.
82	1094	Ballast points.
82	1138	Metal bridge of 20 ft.
82	1397	Metal bridge of 40 ft.
82	1567	Metal bridge of 66 ft. over the Koumérkes.

miles	yards	
83	0	Metal bridge of 13 ft.
83	582	Metal bridge of 13 ft.
84	243	Metal bridge of 66 ft. over the Hágia Moné.
85	96	Tríkkala , alt. 368 ft., second-class station, water-tank of 883 cub. ft., turn-table for wagons, distance signal, weigh-bridge, well. Tríkkala is situated on the slope of a hill crowned with a citadel, and on both sides of the Trikkalinós (ancient Lethæus). (See Route 31, mile 79.) From Tríkkala to Mértzi maximum gradient 6 per 1,000, minimum radius of curves 2,296 ft.
88	927	Metal bridge of 40 ft. over the Hágia Moné.
88	1311	Mértzi , alt. 410 ft. From Mértzi to Voïvóda maximum gradient 6 per 1,000, minimum radius of curves 1,968 ft.
90	792	Metal bridge of 40 ft.
90	978	Metal bridge of 13 ft.
91	1448	Metal bridge of 13 ft.
93	0	Voïvóda , alt. 479 ft. Trikkalinós river runs $\frac{1}{2}$ mile NE. parallel to line. From Voïvóda to Kouvéltzi maximum gradient 7 per 1,000, minimum radius of curves 1,640 ft.
94	951	Metal bridge of 40 ft.
94	1093	Metal bridge of 40 ft.
94	1312	Metal bridge of 131 ft. over a false arm of the Peneios.
94	1537	Metal bridge of 39 ft.
95	452	Kouvéltzi halt, alt. 564 ft. From Kouvéltzi to Kalabáka maximum

miles	yards	
		gradient 12 per 1,000, minimum radius of curves 1,640 ft.
95	588	Metal bridge of 13 ft.
95	1479	Metal bridge of 13 ft.
96	1059	Metal bridge of 13 ft.
96	1225	Metal bridge of 13 ft.
96	1618	Metal bridge of 13 ft.
97	1226	Metal bridge of 16 ft.
98	0	Metal bridge of 13 ft.
98	591	Metal bridge of 13 ft.
98	1233	Metal bridge of 16 ft.
98	1427	Kalabáka , alt. 696 ft., third-class station, water-tank of 883 cub. ft., engine-shed, wagon-shed, turn-table for locomotives, turn-table for wagons, distance signal, weigh-bridge.
		Kalabáka (formerly Stágous) stands on rising ground at the point where the Peneios enters the Thessalian plain, on the site of the ancient town of Aeginium, which commanded the pass. It is at the foot of the Metéora rocks, on which are the famous Metéora monasteries.

ROUTE VII

VÓLO—MELIÉS, 17½ miles

The Thessalian Company has also the concession rights of the mountain railway of 0.60 m. (1 ft. 11½ in.) gauge, known as the Pelion Railway. The maximum gradient of the line reaches 30 per 1,000; it has 204 curves, the minimum radius as low as 131 ft. The steep gradients this railway has to surmount renders the work it performs of small importance. Its rolling-stock consists of 7 locomotives, 18 passenger carriages, and 14 trucks.

See *Roads and Tracks*, Route 25.

miles	yards	
0	0	Vólo , alt. 9 ft. Line starts in a square just E. of station on Lárissa and Kalabáka lines, and goes E. through main street of the town. Sidings at base of railway pier.
0	1078	Ormínion halt, alt. 4 ft.
0	1715	Philhellénion halt, alt. 6 ft.
1	1511	Metal bridge of 66 ft. over the torrent Ánavros .
4	1600	Agriá halt, alt. 3 ft.
5	277	Agriá , fourth-class station, alt. 3½ ft.
6	750	Arched bridge of 40 ft. over the Vrícho torrent.
6	1383	Káto Lechónia , alt. 128 ft.
7	1273	Áno Lechónia , alt. 181 ft., fourth-class station, in a fertile plain with orchards.
7	1751	Kouphála viaduct, 1 arch of 50 ft. and 2 arches of 33 ft.
8	1250	Maláki viaduct, 1 arch of 50 ft. and 2 arches of 33 ft.
9	1492	Kalórevma viaduct, 1 arch of 50 ft. and 4 of 33 ft.
10	715	Dyrrévmata viaduct, 1 arch of 50 ft. and 1 of 20 ft.
11	1044	Maltésou viaduct, 1 arch of 50 ft. and 1 of 20 ft.
11	1212	Áno Gatséa halt, alt. 495 ft.
11	1369	Gallery of 200 ft.
12	1122	Hágia Triás halt, alt. 561 ft.
13	584	Mavroídi viaduct, 3 arches of 33 ft. each.
13	836	Gallery of 110 ft.
14	984	Kalá Nerá halt, port of Meliés ; famous sulphur spring.
14	1513	Karkalouí viaduct, 3 arches of 33 ft. each.
15	65	Halt, alt. 748 ft.
17	163	Metal bridge of 118 ft.
17	938	Meliés , alt. 931 ft., fourth-class station.

D. ATHENS AND PIRAEUS ELECTRIC RAILWAY

(ROUTE VIII)

The Piraeus-Athens-Corinth Railway is not intended for local traffic. Those who are going from Athens to the Piraeus do so most conveniently by the Electric Railway. This has been extended in recent times to the centre of the city, and now has metropolitan stations at the Theseíon, at Monasteráki, and at the Place de la Concorde, the present terminus. The Athenian portion of this line is partly underground, and since September 1904 the whole $6\frac{1}{4}$ miles have been worked by electricity, and trains run every quarter of an hour to New Pháleron and the Piraeus and vice versa. This line has a double set of metals and has a very large passenger traffic. The gauge is 1.44 m. (4 ft. $8\frac{1}{2}$ in.). In 1905 the net annual profit on the working of the railway was given as rather more than £22,000, the gross receipts (less railway tax) as £53,746. In 1913 the rolling-stock consisted of : locomotives, 22 ; passenger coaches, 40 (accommodating 556 first-class and 880 second-class passengers) ; luggage wagons, 5 ; goods wagons (open), 20 ; goods wagons (covered), 4 ; total capacity, 240 tons.

ROUTE VIII

ATHENS—PIRAEUS, $6\frac{1}{4}$ miles

See *Roads and Tracks*, Route 1.

miles

0

Homónoia station, Place de la Concorde. Railway goes S., passing under Athena Street by a tunnel 710 yds. long.

miles

- | | |
|----------------|---|
| $\frac{1}{2}$ | Monasteráki station, Hermes Street. Line runs W. through cuttings to the Theseíon station. |
| $\frac{3}{4}$ | Theseíon station. Line soon turns SSW. View is limited by the low level of the railway. To the r. are olive groves. |
| $2\frac{1}{4}$ | Line passes under road from Kallithéa to main Athens-Piraeus road (Route 1 A), and bends WSW. |
| $4\frac{1}{4}$ | Loop-line SSW. to Néo Pháleron , $\frac{3}{4}$ mile. Loop continues W. for another $\frac{1}{2}$ mile, and rejoins direct line at mile $5\frac{1}{4}$.
Direct line goes WSW. |
| $5\frac{1}{4}$ | Loop line rejoins main line. Railway is going through Piraeus. |
| $6\frac{1}{4}$ | Piraeus station, near the quay. |

TRAMWAY: ATHENS-PHÁLERON

There is an electric tramway from Athens to Pháleron, running every $\frac{1}{2}$ hour from the Academy to the coast (station Tsitsiphíes) and thence alternately to the l. to Old Pháleron, and to the r. to New Pháleron, the two terminal stations. This line goes along the road (Route 1 C).

E. ATTICA RAILWAY

(ROUTES IX–XI)

The railways of Attica are only 46 miles in all ; yet the marble quarries of Pentelicus and the mines at Lávrion (Ergastéria) give them considerable importance, though their annual profits in 1904 were only some £8,000. A concession has been granted for another line in Attica from Athens to Pentéle on the slopes of Pentelicus, but it has not been carried out. There is also a scheme for a mountain railway up Parnes. An extension of the Kephissíá line goes to the marble quarries of Pentelicus.

The gauge is 1 metre (3 ft. 3 $\frac{3}{8}$ in.). There are no tunnels, and no bridges of any consequence. In 1913 the rolling-stock was given as the following : locomotives, 11 ; passenger coaches, 46 (central corridor pattern, which accommodate 566 first-class, 40 second-class, and 533 third-class passengers) ; luggage vans, 6 ; goods vans (open), 38 ; goods vans (covered), 10 ; aggregate capacity, 286 tons.

ROUTE IX

ATHENS—KEPHISSIÁ, 9 $\frac{1}{2}$ miles (1 hour)

WITH EXTENSION TO STROPHÝLI, 1 $\frac{1}{2}$ mile

The station for this line, or rather terminus, as there are no platforms or buildings, is at the corner of Rue Béranger and Rue 3 Septembre, to the N. of Place de la Concorde. The line follows the same direction as the latter street to the outskirts of the town, turns to the W., past the church of Hágios Panteleémon (where there is a junction line SSW. to join the Peloponnese railway N. of Athens station), and then

runs N. for a short distance parallel to the Peloponnese railway.

See *Roads and Tracks*, Route 5.

miles	
0	Athens.
1 $\frac{1}{4}$	Junction line S. to Peloponnese railway at Athens station, $\frac{3}{4}$ mile.
2	Káto Patíssia.
3	Áno Patíssia is to r. and with its gardens stretches for some distance. Railway goes NE. Bridge over the Chalándri river; Tourko Voúni on r.
5 $\frac{1}{2}$	Arákli (Herákleion), junction of the railway to Lávrion (see Route XI). Village 1 mile to N. of station.
5 $\frac{3}{4}$	Line now turns E., leaving Lávrion line (Route XI), which proceeds SE. It soon turns NE., passing through vineyards and olive plantations.
8	Amaróusi.
9 $\frac{1}{2}$	Kephissíá. At the NE. end of the village, $\frac{3}{4}$ mile from the square, rises the principal source of the Cephissus (Kephálari), whence water is conducted to Athens by an underground aqueduct, the air-shafts of which are seen at the side of the road.
11	Strophýli , second station at Kephissíá, lies NW. of the village.

ROUTE X

KEPHISSIÁ—DÍONYSO, 7 $\frac{1}{2}$ miles

Line (extension of above) built by the English company, 'Grecian Marbles (Marmor), Ltd.', and chiefly used for conveying marble from Pentelicus. On Saturdays in summer a passenger train starts at 4 p.m., returning from Díonyso about 7 p.m. (See *Roads and Tracks*, Route 5 B, mile 12 $\frac{1}{2}$.)

ROUTE XI

ATHENS—LÁVRION, 41 miles ($2\frac{3}{4}$ hours)

This line follows roughly the same direction as the Athens-Lávrión road (Route 6).

miles

0 **Athens.** From here to mile $5\frac{3}{4}$ line is identical with the Athens-Kephissíá line (Route IX).

$5\frac{3}{4}$ Line diverges to the SE. from the Athens-Kephissíá line.

To the l. is Kalogrésa (alt. 505 ft.), the water from the spring of which is led to Athens by the aqueduct of Hadrian.

8 **Chalándri** in the depression between Pentelicus on the N. and Hymettus on the S.

Line turns E., then S.

12 **Gérakas.** Mt. Hymettus to r.

14 **Kampás.**

16 **Liópesi.** On the l. is Mt. Myrtésa (alt. 944 ft.). Entrance to the central and most fertile plain of Attica.

19 $\frac{1}{4}$ **Koropí,** largest place in this district, surrounded by vineyards.

To the l. gorge of Erasinus.

21 **Markópouo** on rising ground, with cornfields and vineyards.

26 **Kalývia Kouvará.**

Entrance into the massif of Lávrión; on r. Mt. Páni with two peaks (alt. 2,083 ft. and 1,971 ft.).

28 $\frac{1}{2}$ **Keratéa** surrounded by hills, with gardens, fruit-trees, and an excellent spring, the water of which is sent even to Thorikó and Lávrión.

34 **Daskalió,** works for the exploitation of slag.

The line enters the narrow gorge of Potámi 4 miles long, and issues from it at the foot of Mt. Velatouri

miles

(alt. 475 ft.) to the l. upon the bay of Pórtó Mándri (or Thorikó).

38 **Thorikó** (Therikó) on the spacious bay of Pórtó Mándri.

Beyond Thorikó the railway skirts the coast, traversing the hollow between the low coast-hills (alt. 105 ft.) on the E., with the village of Nychtochóri on their slopes, and the higher hills to the W.

41 **Lávrión** (Ergastéria).

F. PIRAEUS, ATHENS, AND PELOPONNESE RAILWAY

(ROUTES XII-XXI)

This goes from Piræus by way of Athens to Corinth. At Corinth the line divides : (1) one section continues along the south shore of the gulf of Corinth to Patras, and then strikes southward to Pýrgos and Kyparissía ; (2) another section goes from Corinth through Argos and Tripolitsá to Zevgolatió and Kalamáta. Both bifurcations have numerous branches. From the Corinth-Kalamáta sections there are offshoots : (a) at Argos to Nauplia ; (b) at Biláli to Megalópolis ; (c) at Aspróchoma to Nesí. From the Corinth-Kyparissía line there are branches : (a) mountain railway from Diákophto to Kalávryta (the only cog-wheel railway in Greece) ; (b) from Kavásila to the baths of Kylléne and to Kylléne ; (c) from Pýrgos to Olympia ; (d) from Pýrgos to Katákolo ; (e) from the station of Kaloneró N. of Kyparissía to the Kalamáta line at Zevgolatió, completing the circuit of the Peloponnese.

The gauge is 1 metre (3 ft. 3½ in.) except for the Diákophto-Kalávryta line, which is 0·75 metre (2 ft. 5½ in.).

The London agents of the Piræus-Athens-Peloponnese Railway Company are the Bank of Athens, 22 Fenchurch Street, E.C. The company was established to acquire a concession from the Greek Government for 99 years from July 24, 1882, and received a subvention from the Government of 6,100,000 francs. The line is of a length of about 297 miles ; but in 1892 the company undertook to complete the Argos-Kalamáta line, taken over from the Government, of 180 kilometres (112 miles), of which 103 kilometres were then constructed, and the Argos-Kalamáta line was completed in November 1899 ; under the agreement with the Government the company is to retain out of the gross annual receipts of

the Argos-Kalamáta line 4,000 drachmai per kilometre for working expenses, any surplus to be divided equally between the Government and the company. In 1900 the company undertook the construction of the Pýrgos-Kyparissía-Meligalá (Zevgolatió) railway, 60 miles in length, on behalf of the Greek Government, for a fixed sum of 10,575,000 drachmai, and the line was opened for traffic in September 1902, and is worked by the Piræus Company. The concession for the working of all the lines of the Piræus-Athens-Peloponnese Railway (with the exception of the Diákophto-Kalávryta line, which is only for 30 years from 1895) expires in 99 years from 1882, when the lines revert to the Government without payment. The Government has, however, the option of earlier purchase from 1915, as follows: the lines Piræus, Athens, Corinth, Argos, Nauplia, Mýloi, Corinth, Patras, Pýrgos, Olympia, Kavásila, Vartholomió, Kylléne, Kylléne Baths, for an annuity for the unexpired portion of the concession equal to the average net receipts of the preceding seven years, less the two worst years, such annuity not being less than the net receipts of the preceding year and being secured on the net receipts of the line; the line Mýloi-Kalamáta for an annuity for the unexpired portion of the concession equal to one-quarter of the average of the gross receipts of the line for the preceding seven years, less the two worst years, after deduction from this average of the fixed sum of 4,000 drachmai per kilometre, such annuity, however, never to exceed the sum of 4,000 drachmai per kilometre; the line Pýrgos-Kyparissía-Meligalá for an annuity for the unexpired term of the concession equal to one-quarter of the gross receipts of the line for the year of purchase, after deduction from such gross receipts of the amount allowed to the company on that year for the working of the line (the amount allowed to the company varies according to the gross receipts per kilometre of each year), such annuity, however, never to exceed 4,200 drachmai per kilometre; and the line Diákophto-Kalávryta for an annuity for the unexpired term of the concession equal to one-quarter of the

average of the gross receipts for the preceding seven years, less the two worst years, after deduction of 4,000 drachmai per kilometre, but such annuity never to exceed 1,500 drachmai per kilometre

The accounts are now made up annually to December 31, and submitted in Athens in April. For several years to 1900 (inclusive) there was no dividend on the shares, and bond engagements were met in part only, but for 1901 a dividend of $1\frac{1}{2}$ per cent. was paid on the shares ; for 1902, 2 per cent. ; for 1903 and 1904, 3 per cent. ; for 1905, $3\frac{1}{2}$; for 1906, 5 ; for 1907, 6 ; for 1908 and 1909, $3\frac{1}{2}$; for 1910 and 1911, 5 ; for 1912, $6\frac{1}{2}$; for 1913, $7\frac{1}{2}$; for 1914, $5\frac{1}{2}$; and for 1915, 3. Statutory reserve, 306,391 drachmai ; reserve for renewals, 97,334 drachmai ; carried forward, 23,103 drachmai.

In 1904, in spite of a loss of £2,300 on the newly opened Pýrgos-Kyparissía-Zevgolatió branch, a net profit of £19,400 was declared.

The equipment is inadequate, both in quantity and quality, to the length of the line worked, and previous to the war resulted in considerable inconvenience. For fuel briquettes imported from Belgium are used, 18,000 tons annually. The staff consists of 1,854 employees and workmen. Rolling-stock on the whole of the metre-gauge system is apparently pooled, and the most recent estimate gives the total number of locomotives as 82, of passenger coaches as 253, and of goods wagons as 846. An earlier and lesser estimate gives the following particulars : locomotives 79, 8 being large, 64 tons each, also 4 small shunting locomotives, 29 tons each (6 are usually under repair) ; passenger coaches, 161 four-wheeled carriages, 83 eight-wheeled carriages (some 20 being new) ; luggage vans, 34 four-wheeled wagons, 8 eight-wheeled wagons (10 of these passenger coaches and luggage vans are usually under repair) ; goods trucks, 472 closed wagons, 18 cattle wagons, 264 open wagons, 14 timber wagons (all carry loads of 7 to 10 tons) ; also 5 water-tank wagons and 6 travelling cranes.

The speed of trains varies between 18 and 35 km. (11-21 miles) per hour according to the section of the line. The

journey from Piræus to Patras on the down run takes about 9 hrs. and on the upward run between 7 and 10 hrs. Taking the best timings this is 18 miles per hour on the down, and 21 miles per hour on the up, journey. The line runs through severe country for a railway; there are several sections of 1 in 14 grade, and bridges are numerous. Speaking generally, the distances between stations are not overlong, the longest being 22 km. (13·67 miles). There are, however, on the line nine of 7 km. (4·35 miles) and over. The average train consists of 12 wagons, each carrying a paying load of 6 tons.

A maximum of 10 passenger and goods trains have been run in 24 hours; but it has been estimated that with careful working 12 trains a day each way could be worked over the line between Piræus and Patras as it stands at present.

The system of tablet-working is not in use, and for 'line clear' a written order is necessary. Train-signalling is done by a man with a flag. If the line was brought up to modern standards by giving it efficient signalling, tablet-working, train-control, good terminal facilities, and reducing all distances between stations to 4 miles or under, it has been estimated that 16 trains a day could be worked each way over the line, and possibly by the use of bankers 18 trains a day could be moved, but it would be necessary to supplement the stock of locomotives.

ROUTE XII

PIRAEUS—ATHENS—CORINTH, 62 miles ($2\frac{3}{4}$ – $3\frac{1}{2}$ hours)

Three trains daily, in addition to the express ($2\frac{3}{4}$ hours) on Monday, Wednesday, and Saturday.

For the district see *Roads and Tracks*, Routes 1, 7, 52.

miles

0

Piræus. Line not available for local traffic to Athens (see Athens–Piræus Electric Railway, p. 698).

Between Piræus and Hágios Ioánnes maximum gradient 1 in 270, minimum radius of curves 360 ft.

y y 2

miles

1½ **Hágios Ioánnes.** Between here and Athens maximum gradient 1 in 67, minimum radius of curves 984 ft.

5½ **Athens.** Line leaves the Peloponnesian station, having on l. the suburbs of Sepólia and Leví and on r. Patíssia. Line runs N. across the Attic plain.

Between Athens and Mýloi halt maximum gradient 1 in 100, minimum radius of curves 984 ft.

6½ **Mýloi halt.** Line crosses the generally dry bed of the Cephissus. Line to Thebes (Route I), hitherto parallel to our line, diverges from it to the r.

Between Mýloi and Káto Liósia maximum gradient 1 in 70, minimum radius of curves 1,640 ft.

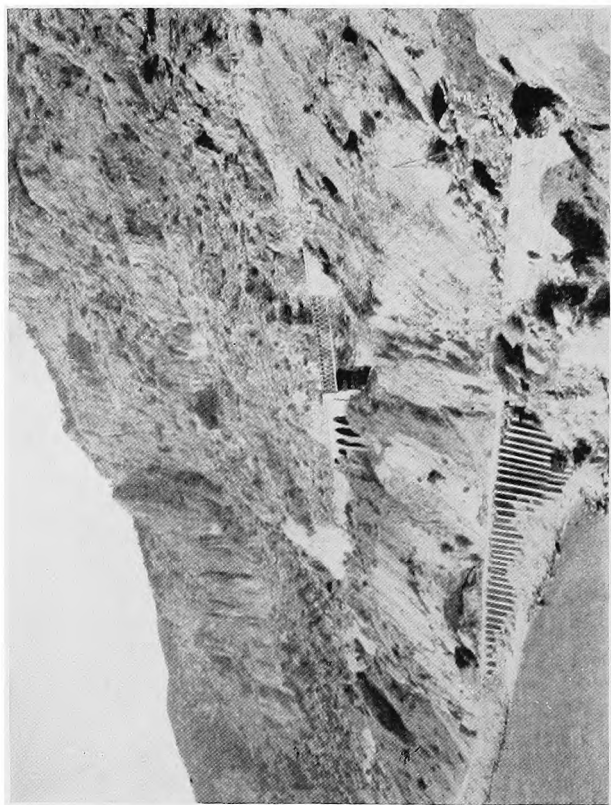
8½ **Káto Liósia** on l. ; 5 min. afterwards line passes on r. Pýrgos, where there is a large model farm laid out by Queen Amalia. A little farther on, to the r., mound of 544 ft., on which are the ruins of a fortress. Beyond the village of Kamateró on the l. the line inclines E. Menídi and Kephissiá visible on r:

Between Káto Liósia and Áno Liósia maximum gradient 1 in 44, minimum radius of curves 1,640 ft.

11½ **Áno Liósia** on r. Line now runs W., through the valley between Mt. Sacharítsa, N. spur of Skaramangá, on the S. and the wooded spurs of Mt. Parnes on the N., then descends SW. with low hills to r., and enters the Thriasian plain. This passage was barred in the 5th century B.C. by a line of fortifications. On emerging from defile the bay of Eleusis, the island of Salamis, and the arsenal are visible.

Between Áno Liósia and Kalývia maximum gradient 1 in 40, minimum radius of curves 984 ft.

17½ Projected branch line S. to proposed new dockyard, about 2 miles (see Route 7, mile 7¾). It has also been proposed to connect this dockyard with Piræus by a broad-gauge line running S. of Mt. Skaramangá.



KAKÉ SKÁLA: WESTERN RAILWAY BRIDGE, ATHENS-CORINTH
ROAD BELOW (SEE ROUTE 52, MILE 31, AND ROUTE XII, MILE 38½)

miles

19½ **Kalývia Chasiás** (Asprópyrgo). Line is going in general W. direction.

Between here and Eleusis maximum gradient 1 in 112, minimum radius of curves 1,640 ft.

22 **Eleusis** (Lepsína). The line now skirts the base of a range of wooded hills, rising here and there in sharp points called Kérata, forming the boundary between Attica and Megaris. Bay of Eleusis and N. coast of Salamis seen on r. The plain of Megaris is rich in oil and wine.

Between Eleusis and Hágios Nikólaos maximum gradient 1 in 155, minimum radius of curves 720 ft.

25½ **Hágios Nikólaos**. Between here and Mégara maximum gradient 1 in 80, minimum radius of curves 360 ft.

34½ **Mégara**. After leaving Mégara line passes through several rock-cuttings; then approaches and skirts coast, where it traverses the foot-slopes of Mt. Geraneaia (Makriplági, alt. 4,494 ft.), which here abuts closely on the sea. This narrow pass is called the Kaké Skála. Steep places are crossed by embankments and two iron bridges visible from seawards. Between Mégara and Kinéta maximum gradient 1 in 83, minimum radius of curves 360 ft.

38 First (eastern) railway bridge: iron lattice girder supported by one stone pier in the middle.

38½ Second (western) railway bridge: iron lattice girder resting on arched stone embankments at ends. Lower down the cliff is the Athens-Corinth road (Route 52).

43½ **Kinéta**. Between here and Hágioi Theódoroi maximum gradient 1 in 125, minimum radius of curves 656 ft.

49 **Hágioi Theódoroi**. There is now a continuous view of the Saronic gulf and the mountains of Argolis. Acro-Corinth comes into sight. The line traverses the plain of Sousáki (sulphurous springs and exhalations).

710 PELOPONNESE RAILWAY—ROUTES XII, XIII

miles

- Between Hágioi Theódoroi and Kalamáki maximum gradient 1 in 200, minimum radius of curves 656 ft.
- 49 $\frac{3}{4}$ Bridge over a small stream.
- 56 **Kalamáki** at the entrance to the canal. The train now turns inland to cross the Isthmus of Corinth, leaving on the l. on the opposite side of the canal the little town of Isthmia.
- Between Kalamáki and Isthmós maximum gradient 1 in 40, minimum radius of curves 492 ft.
- 59 **Isthmós.** Line crosses the maritime canal of Corinth by a light steel lattice-girder bridge 262 ft. long, leaving 144 ft. 3 in. clear space under it to the water-level. This bridge is also a road bridge.
- A short line belonging to the Canal Company runs from end to end of the canal and is connected with the main railway.
- Line then traverses pine woods.
- Between Isthmós and Corinth maximum gradient 1 in 40, minimum radius of curves 426 ft.
- 62 **Corinth** (Kórinthos).

ROUTE XIII

PATRAS—CORINTH, 80 $\frac{1}{2}$ miles (4 $\frac{1}{4}$ –5 $\frac{3}{4}$ hours)

For the district through which the line runs see *Roads and Tracks*, Routes 93 and 95.

miles

- 0 **Patras.** Railway station is at the harbour.
- The railway traverses the coast plain of Achaia and crosses numerous torrents, which, however, are usually dry, except after heavy rain. The district, which is enclosed by the slopes of Mt. Voïdiás (alt. 6,322 ft.) on the one side and the gulfs of Patras and Corinth on the other, is almost exclusively devoted to the cultivation of currants, and beside the numerous

miles

villages are to be seen the fields of hardened earth covered with cloth for drying the fruit.

Between Patras and Hágios Vasílios maximum gradient 1 in 200, minimum radius of curves 656 ft.

$\frac{1}{4}$ **Hágios Dionýsios.**

$2\frac{1}{2}$ **Bosaítika.**

$4\frac{1}{2}$ **Rhion.** To the l. ancient Venetian forts.

5 **Vernardéika.**

$6\frac{1}{4}$ **Hágios Vasílios.** Between here and Theophílou maximum gradient 1 in 120, minimum radius of curves 984 ft.

8 **Theophílou.**

The train now approaches the sea for a short distance, and crosses a mountain-torrent (dry in summer) by an iron bridge borne by numerous stone piers.

Between Theophílou and Selianítika maximum gradient 1 in 110, minimum radius of curves 656 ft.

10 **Psathópyrgos** (Zachouliótika).

Railway is now carried along the rocky coast on lofty retaining walls and iron bridges.

17 **Lambíri.** Line runs inland among vines and olives.

$18\frac{3}{4}$ **Kamárais.** Line crosses the Salmeníko, which is succeeded by several other watercourses.

$20\frac{1}{2}$ **Selianítika.** Between here and Aígion maximum gradient 1 in 65, minimum radius of curves 656 ft.

$21\frac{3}{4}$ **Mourlá.**

The Aetolian mountains are visible on the opposite, N., side of the gulf. The littoral plain now expands. Line crosses a river and soon reaches the sea.

$24\frac{1}{2}$ **Aígion** (Vostítsa).

The railway station lies in the lower town, which mainly consists of the storehouses of the currant-merchants, and contains the chief spring of the place.

Between Aígion and Teméni maximum gradient 1 in 250, minimum radius of curves 984 ft.

miles

27½ **Teméni.** Between here and Rizómylo maximum gradient 1 in 200, minimum radius of curves 2,624 ft.

29¼ **Rizómylo.** Between here and Diákophto maximum gradient 1 in 120, minimum radius of curves 1,640 ft.

The line now traverses the broad delta formed by the Vostísa and Baphoúskia. It approaches the sea again near Diákophto (see mile 33 below).

31¼ **Trypiá.** Line crosses the Kalávryta river.

33 **Diákophto** near the mouth of the Kalávryta river. This is the station for Kalávryta, with which it is connected by a rack-and-pinion railway (Route XVII).

The railway now runs close to the sea. Vineyards sometimes interpose between railway and the shore.

Between Diákophto and Trápeza maximum gradient 1 in 200, minimum radius of curves 656 ft.

35 **Trápeza.** Between here and Plátanos maximum gradient 1 in 400, minimum radius of curves 656 ft.

37½ **Plátanos.** Between here and Akráta maximum gradient 1 in 150, minimum radius of curves 984 ft.

Line crosses the Akráta, which never wholly dries up, being swollen by the Styx descending from Mt. Chelmós.

42 **Akráta.** Between here and Dervéni maximum gradient 1 in 200, minimum radius of curves 656 ft.

43 **Aigeíra (Aegira),** situated about 1½ mile inland on a spur of the Evrostína.

Several torrents are crossed.

Line runs through the pass of Mávra Lithária between a northern spur of Evrostína and the sea.

47 **Dervéni.** Between here and Stómbi maximum gradient 1 in 250, minimum radius of curves 820 ft.

More torrents are crossed.

50¼ **Stómbi.** Between here and Lykoporiá maximum gradient 1 in 140, minimum radius of curves 984 ft.

miles

51½

Lykoporiá. Between here and Kamári maximum gradient 1 in 170, minimum radius of curves 656 ft.

The egg-shaped hill of Avgó comes into sight at the end of a rugged mountain-ridge.

Line crosses the Phónissa.

54½

Pitsá.

56

Kamári. Above this rises the pyramidal Koryphé (alt. 2,400 ft.). The mountains now recede.

Line crosses the Trikkalítikos, an impetuous stream, by an iron bridge. The road is carried over a stone bridge to l.

Between Kamári and Xylócastro maximum gradient 1 in 100, minimum radius of curves 820 ft.

60

Xylócastro surrounded by numerous cypresses.

Between here and Sykiá maximum gradient 1 in 410, minimum radius of curves 984 ft.

61½

Sykiá. Between here and Melíssi maximum gradient 1 in 200, minimum radius of curves 984 ft.

63½

Melíssi, cypress groves. Between here and Demenió maximum gradient 1 in 200, minimum radius of curves 656 ft.

Line crosses the streamlet of Lalióti before entering Demenió.

66

Demeniό. Between here and Kiáto maximum gradient 1 in 87, minimum radius of curves 1,148 ft.

Line crosses the streamlet of Léchova just before entering Kiáto.

68¼

Kiáto. Line has now reached well-watered plain of Vócha; numerous vineyards and currant-fields.

Railway crosses Vasilikó. On the r. is the tabular mountain of Phouká (alt. 2,865 ft.). To the W. over the low and white-streaked hills in the foreground rises the jagged chain of Zíria.

Between Kiáto and Vélou maximum gradient 1 in 100, minimum radius of curves 656 ft.

70

Vélou. To the E. is Mt. Geraneia (alt. 4,495 ft.).

miles

	Between Vélou and Kokkóni maximum gradient 1 in 250, minimum radius of curves 8,530 ft.
71 $\frac{1}{4}$	Kokkóni. Between here and Vracháti maximum gradient 1 in 1,000, minimum radius of curves 3,609 ft.
	Railway crosses stream flowing from Neméa before reaching Vracháti.
73	Vracháti. Between here and Perigiáli maximum gradient 1 in 250, minimum radius of curves 2,624 ft.
74 $\frac{1}{2}$	Ássos. Line crosses the Longopótamos.
75 $\frac{1}{4}$	Perigiáli. On r. are Acro-Corinth and the peak of Pénte Skoúphia; below is Old Corinth with its temple (see Plate XII).
	Between Perigiáli and Corinth maximum gradient 1 in 65, minimum radius of curves 656 ft.
80 $\frac{1}{2}$	Corinth (Kórinthos).

ROUTE XIV

PATRAS—PÝRGOS—OLYMPIA, 74 miles (5–5 $\frac{1}{2}$ hours)

For the district through which the line runs see *Roads and Tracks*, Routes 85 and 88.

miles

0	Patras. The railway at first skirts the gulf of Patras.
1 $\frac{3}{4}$	Itiá. Line crosses the river Léfka rising in the Voïdiás mountain-range (alt. 6,322 ft.). The mountains approach close to the sea.
4 $\frac{1}{4}$	Mintilogli.
5	Roítika.
5 $\frac{3}{4}$	Monodéndri.
6 $\frac{1}{2}$	Hágios Vasílios (Vrachnéika).
7 $\frac{1}{2}$	Tsoukaléika on the sea.
9 $\frac{1}{4}$	Kamínia.

miles

11

Alyssós.

Line crosses the Kamenítsa river.

12½

Acháïa, station for large village of Káto Acháïa; upper village of same name (Áno Acháïa) 3 miles to S. The plain of Káto Acháïa is very fertile. Farther on an oak wood stretches for many miles along both banks of the Mána. Through breaks in this wood the Mávra Vouná are seen on the r.

18½

Sagéika.

Line crosses the Mána.

21¾

Láppa.

Line crosses tributary of the Mána.

23½

Alí Tselepi near a large lagoon full of fish in the midst of a large forest of oaks.

There are now visible to the l. the Móvri mountains (alt. 2,625 ft.), behind which are the Santaméri mountains (alt. 3,335 ft.). This is an outlier of the Arcadian group called Olonós, which rises farther to the E. Along the shore to the r. extends a broad and sandy strip, dotted with firs and interrupted only by a low promontory near Kounoupéli.

27¼

Manoláda.

31¾

Kourtézi.

36

Lechainá.

38

Andravída.

40

Kavásila. Line crosses the Gastoúni river hardly 2 ft. deep in summer, but in winter often in high flood. Branch line to Kylléne, 10 miles, takes off here (Route XV).

41½

Gastoúni.

44¾

Karagioúzi.

48

Amaliás, a town which exports currants through Kylléne. Farther on the country is covered with currant-gardens.

50

Kardamá.

51¾

Dounéika.

miles

53½

Hágios Elías.

The line, which has now approached close to the sea, affording a view of Zante with Mt. Skopós, enters the ravine of the streamlet Vóvos. On the l. are the convent and village of Skaphidiá.

55½

Myrtiá.

Line crosses the Vóvos; Katákolo and Pontikókastro are seen on the r.

56¾

Skourochóri.

59

Lastéika.

61¼

Pýrgos.

With its harbour Katákolo 7½ miles distant Pýrgos is connected by a railway (see Route XVI).

62

Lambéti.

65¾

Alpheió. Line to Kyparissía and Zevgolatió (Route XXI) branches off near bridge over Alpheios.

68

Koúkoura.

Line crosses Lestenítsa.

69

Stréphi.

71

Kriekoúki.

72

Plátanos.

74

Olympia, alt. 140 ft., on the r. bank of the Alpheios, at the point where it is joined by the Cladeos flowing to it from the N.

ROUTE XV

KAVÁSILA—KYLLÉNE, 10 miles (¾ hour)

See *Roads and Tracks*, Route 88, miles 37–41¼.

miles

0

Kavásila.

1½

Kardiakáfti.

3¾

Vartholomió.

Branch line diverges here (trains in summer only)

miles	
	for Loutrá Kyllénes, 7 miles, with thermal sulphur springs 70–77° Fahr.
6½	Neochóri.
10	Kylléne (Glaréntsa), small port at the N. foot of a bluff promontory Chelonátas.

ROUTE XVI

PÝRGOS—KATÁKOLO, 7½ miles (½ hour)

A small company owns this line, 7½ miles in length (time 30 min.), connecting Pýrgos with its port of Katákolo. This piece of railway barely pays expenses, showing a balance (1904) of only £400 on the annual working. It is (1905) inconvenient for through passengers, because it has a separate station at Pýrgos, instead of joining the Peloponnesian system; but it has been proposed to unite them.

For the country see *Roads and Tracks*, Route 84.

miles	
0	Pýrgos.
3	Hágios Ioánnes ; lagoon of Mouriá on the l.
7½	Katákolo , port founded in 1857, of great importance for the export of currants.

ROUTE XVII

DIÁKOPHTO—KALÁVRYTA, 14 miles (2½ hours)

This railway is partly of adhesive, partly of rack (Abt), system of construction. The minimum radius of curves is 157 ft.; upon the rack section the minimum radius is 288 ft.

The gauge is 0.75 metre (2 ft. 5½ in.).

For the country through which the line goes see *Roads and Tracks*, Routes 94 and 95.

718 PELOPONNESE RAILWAY—ROUTES XVII, XVIII

miles

- 0 **Diákophto.** Soon after leaving the station the train ascends the imposing rocky gorge of the Kalávryta river, between walls of steep rock. Numerous iron bridges are crossed and 14 tunnels are traversed before reaching Zachloroú (see below, mile 8), the line running along the tops of precipices, at the foot of which are foaming torrents and huge masses of fallen stones.
- 6 **Trikliá,** alt. 1,542 ft., spring.
The ravine expands, its slopes being well clad with verdure.
- 8 **Zachloroú,** station for the monastery of Megaspélaion, of which a glimpse is obtained on the l. as the train proceeds.
- 11½ **Kerpené** at the summit of the ravine.
- 14 **Kalávryta,** alt. 2,300 ft.

ROUTE XVIII

CORINTH—ARGOS—TRIPOLITSÁ, 75 miles

For the country through which the line goes see *Roads and Tracks*, Routes 53 and 60 A.

miles

- 0 **Corinth.** Directly on emerging from the town this line diverges from the line to Patras (Route XIII), and beyond the barracks (on the l.) turns to the S. towards the long chain of the Óneia mountains (alt. 1,910 ft.).
- 3½ **Hexamília** near the foot of these mountains to the l.
- 7½ **Athíkia.**
Defile between Mts. Óneia on the l. (alt. 1,909 ft.) and Paloukoráchi on r. (alt. 2,306 ft.).
- 11½ **Chiliomódi.**
- 16½ **Hágios Vasilios ;** Mt. Daphniás (alt. 1,804 ft.) on S., Mt. Phouká (alt. 2,865 ft.) on NW. The line gradually ascends, reaching its highest point at Neméa.

miles

20

Neméa at the entrance to the pass of Dervenáki.

The railway slowly descends to the pass of Dervenáki. As it enters the plain of Argos the bare and massive summit of Hágios Elías, beneath which Mycenæ is situated, comes into view on the l. The sea near Nauplia soon comes into sight. On the W. the plain is bounded by the Artemisium range (alt. 5,815 ft.).

27

Mycenæ. The village of Phýchtia lies to the r. of the railway. Ruins of Mycenæ 2 miles to the E.

Beyond Mycenæ the fortified height of the Palamédi and the low acropolis of Nauplia come into sight on the S.

29½

Koutsopódi.

Railway crosses the Panítsa by an iron bridge, and just before reaching Argos it passes over the broad and stony channel of the Xeriás, which formed a species of moat in front of the E. fortifications of ancient Argos.

33

Argos, junction of the branch line to Nauplia (Route XIX).

36½

Kephalári. Close by, at the foot of the Chaon mountain, rises the copious spring of Kephalóvrysi, which forms a stream and drives about a dozen mills.

39

Mýloi, the port of Tripolitsá, at the foot of Mt. Pontinós, on which is a mediaeval castle. A copious spring rises below the castle to the l. The railway station is N. of the quay and has several sidings, one branch running on to the quay.

Beyond Mýloi the railway (minimum radius 361 ft.) strikes inland, traverses the W. part of the plain of Kyvéri, and ascends to the depression between the Kteniá (alt. 5,246 ft.) and Zavítsa (alt. 3,198 ft.) mountains. The gulf of Nauplia soon disappears from view.

miles

48½

Andrítsa, alt. 623 ft. Peaks of the Parnon (Malevó) group conspicuous to S.

The line now ascends in wide curves to a spacious green upland valley, with a view to the l. of the viaduct mentioned below.

52½

Achladókampo, alt. 1,020 ft. Village of same name lies on the mountain-slope to the r. of the road in the midst of thick groves of olive, nut, and pear-trees.

The railway now proceeds to wind round the enclosed plain of Hysiae between Mt. Kteniá on the N., Mt. Parthéni on the E., and Mt. Roínó (alt. 3,992 ft.) on S.

55¼

Railway crosses a usually waterless river-bed (a ravine of Mt. Parthéni) by means of a viaduct 230 ft. high and 827 ft. long.

55¾

Bridge 354 ft. long, beyond which the line skirts the E. side of Mt. Roínó.

56¼

Bridge 341 ft. long.

Line skirts S. side of Mt. Hágios Elías (alt. 3,995 ft.) and then leads between rocks to Másklena.

61½

Másklena. The village lies partly in the valley below to the l.

Railway reaches its highest point (about 2,460 ft.); on the descent pleasant upland plains again alternate with rugged mountain districts.

66

Tunnel.

67

Vérsova just beyond tunnel, at the foot of the Parthéni, where the streamlet of Saránda Pótamos descending from Hagiorgítika disappears in three *katavóthres*.

Taÿgetus comes into view on the l. Passing Hagiorgítika on the r. the line reaches Stenó.

70¼

Stenó at the entrance of a defile, beyond which the extensive E. Arcadian plain covered with corn-fields and vineyards opens out.

75

Tripolitsá, alt. 2,175 ft.

ROUTE XIX

ARGOS—NAUPLIA, $6\frac{3}{4}$ milesSee *Roads and Tracks*, Route 56.

miles

0

Argos. $2\frac{1}{4}$ **Dalimanára.** $4\frac{1}{2}$ **Tiryns** on the E., situated close to the high road between Argos and Nauplia. $6\frac{3}{4}$ **Nauplia.** The station is situated at the N. base of Mt. Palamédi, near the suburb of Prónioia, and not far from the E. city gate.

ROUTE XX

KALAMÁTA—TRIPOLITSÁ, 71 miles

WITH BRANCH LINES TO MEGALÓPOLIS AND NESÍ

For the country through which the line goes see *Roads and Tracks*, Routes 72 and 73.

miles

0

Kalamáta. Line crosses the Nedon near its mouth by an iron bridge. Messenian gulf and a marsh on l. $3\frac{1}{4}$ **Aspróchoma.**Branch line diverges to the l., intersecting the broad stretches of marsh on the l. bank of the Pirnátsa, crosses that river, and reaches the large village of **Nesi** (officially Messéne), $2\frac{1}{2}$ miles.

5

Line crosses a stream.

Thouría (Kamári).

Line crosses two canals that drain a marshy lake into the Pirnátsa.

miles

7 $\frac{3}{4}$ **Aslánaga.** The summits of Taygetus come into view on r.

10 $\frac{1}{2}$ **Básta.**

13 **Tsepheremíni.**

Line passes on r. marshy lake formed by the springs of Hágios Phlóros, whence a copious stream issues to join the Pirnátsa.

15 $\frac{1}{2}$ **Skála** on the N. verge of the lower Messenian plain. The line then enters the upper Messenian plain (7 miles long, 3 $\frac{1}{2}$ miles wide).

17 $\frac{3}{4}$ **Meligalá**, lying in a circle round a hill, on which is a chapel of Hágios Elías.

20 **Zevgolatió**, junction for the line to Kyparissía and Pýrgos (Route XXI).

21 $\frac{3}{4}$ **Koúrtaga**, first station of that name.

23 $\frac{1}{4}$ **Diavolítsi.**

25 **Parapóungi.** Line passes through a tunnel.

27 **Dousýla.**

34 **Ísari.**

Two tunnels. The line ascends in wide curves. The Messenian plain visible as far as the sea, with the mountains of Ithome and Eira rising on its W. edge. The line ascends towards the S. in a wide curve to Chráni.

36 $\frac{1}{2}$ **Chráni** near the top of the ridge. The line crosses the Makriplági pass (alt. 1,970 ft.), the main channel of communication between Messenia and Arcadia, and descends to Koúrtaga.

40 **Koúrtaga**, second station of that name. Village of same name to S. of station at the entrance to the pass.

42 $\frac{1}{2}$ **Dedémbey.** Shortly after leaving this station the railway crosses the Xerillos.

45 **Biláli**, junction of the branch line to **Megalópolis** (Sináno), situated in the plain of that name, bounded on the S. by the spurs of Taygetus, behind which rises

1 miles

the finely shaped Hellenítsa range (alt. 4,255 ft.), on the W. by the Tetrági mountains, on the NW. by the Diaphórti, and on the N. by the low hills on which stands Karytáina, with the Klinítsa hills in the background. The various streams of the plain, the chief of which are the Daviá and the Xerillos, unite to form the Alpheios. The branch line, 3 miles, reaches in 20 min. Megalópolis, alt. 1,400 ft.

47 **Leontári.** Village of same name $1\frac{1}{4}$ mile to the SE. on a hill (alt. 1,895 ft.).

Line goes through ravine of Koundouphárina.

50 $\frac{1}{2}$ **Róútsi.**

55 $\frac{1}{2}$ **Marmariá** on the side of Mt. Tsimberoú (alt. 4,107 ft.), at W. end of upland plain, the water of which escapes here in a narrow ravine and through several *katavóthres*.

58 $\frac{1}{2}$ **Phrankóvrysis**, alt. 2,145 ft. The ruins of Asea, which once commanded the whole plain, lie on a precipitous, truncated mountain cone to the r.

The railway now crosses the swampy, maize-covered plain of Phrankóvrysis, after which it begins to ascend.

Railway crosses bridge of seven arches.

61 **Manári.** Railway passes through two short tunnels.

Railway now crosses the pass of Kalógero Voúni (alt. 2,625 ft.).

66 $\frac{1}{2}$ **Boletá.** The railway crosses a bare table-land scored with numerous broad river-beds running in the direction of the marshy plain of Táka. To the l. is a mediaeval aqueduct conveying water from the mountains of Valtétzi to Tripolitsá.

71 Railway descends. To the r. is the ridge of Thána. **Tripolitsá.**

ROUTE XXI

PÝRGOS—KYPARISSÍA—ZEVGOLATIÓ, 53 miles

For the country through which the line goes see *Roads and Tracks*, Routes 81 and 83.

miles

- | | |
|-----------------|---|
| 0 | Pýrgos. The railway coincides with the line to Olympia as far as mile $4\frac{1}{2}$ (Route XIV, miles $61\frac{1}{4}$ – $65\frac{3}{4}$). |
| $4\frac{1}{2}$ | Alpheiós. Line crosses the river Alpheios (Rouphiás) on an iron bridge with six openings, each of 164 ft., just before reaching Volántsa. |
| $5\frac{1}{4}$ | Volántsa. Railway makes a wide curve towards the W., and finally follows the coast road (Route 83). |
| $7\frac{3}{4}$ | Agoulínitsa among fields of currants and corn on a projecting height.
Railway skirts on r. the E. bank of the marshy lake of Agoulínitsa, well stocked with fish. |
| 11 | Anemochóri. |
| $15\frac{1}{2}$ | Samikón. The railway crosses by a bridge the stream connecting Lakes Agoulínitsa and Kaiápha, and runs through sand-hills and a pine forest between the W. bank of Lake Kaiápha and the sea. |
| 18 | Kaiápha near the lagoon of same name; sulphur baths. |
| $21\frac{1}{2}$ | Zacháro. Village lies on the hills to l. of station. |
| 23 | Kakóvato. |
| $26\frac{1}{2}$ | Tholó (Phigalia) at the mouth of the Tholó (Strovítsi). On the l. bank of this stream, farther up, lies the village of Hágios Elías. Higher up is Strovítsi. |
| $29\frac{1}{2}$ | Bóuzi at the mouth of the Bóuzi river. Railway crosses river by a bridge above the road bridge. |
| $31\frac{1}{2}$ | Aïanáki (or Cháni of Hagios Ioánnes). Beside the cháni are a vaulted well-house and a chapel belonging |

miles

to the village of Agaliané, which lies on the height to the E.

The Koutrá mountains rise close to the sea. The village of Kaloneró on the adjoining slopes is served by the next station.

35½ **Kaloneró** near the mouth of the Kyparissía river.

The branch line for Kyparissía diverges here, crosses Kyparissía river by a bridge near its mouth, and reaches **Skála Kyparissías**, 3½ miles.

Line proceeds inland in E. direction.

37 **Siderókastro.** The village lies 1½ hour to the NE. on the slopes of the Koutrá mountains.

43½ **Kopanáki.** Here the railway crosses the watershed (alt. 690 ft.) between the W. coast and the plain of Messenia.

45½ **Aëtós.** The village is to the r. on the slope of the Kontovoúnia, behind which is the forest-clad summit of Mt. Séssa (alt. 3,730 ft.).

Line crosses the brook of Mavrozoúmeno and descends to Vasilikó.

48½ **Vasilikó.**

51 **Bouga.**

53 **Zevgolatió.** Here line joins the Kalamáta-Argos line (see Route XX, mile 20).

G. LIGHT RAILWAYS

These are for the purpose of working the iron mines at Grammatikó (see Route 4, under mile 27), the lead mines of Lávrion (see Route 6, mile 0) at Kamárizza, Demoliáki, and Megála Péfka, and the lignite mines at Oropó, Koúmi, and Alivéri.

OVRIÓKASTRO—GRAMMATIKÓ, 9½ miles

See *Roads and Tracks*, Route 4, under mile 27.

Railway starts from about 1 mile to N. of Ovriókastro (Rhamnus) at some machine and dwelling-houses, and winds up the slopes (alt. 908 ft.) of Mt. Hágios Elías to the iron-works at Grammatikó, 9½ miles.

KYPRIANÓ—DEMOLIÁKI, 6 miles

See *Roads and Tracks*, Route 6, miles ¾ and 4¾.

miles	
0	Kyprianó. Branch line S. to Nychtochóri , 1¼ mile. Line winds W. over the slopes of the Lávrion range (alt. 550 to 750 ft.) to Kamárizza.
4½	Kamárizza. Thence N. to Demoliáki.
6	Demoliáki.

LÁVRION—MEGÁLA PÉFKA, 5¼ miles

See *Roads and Tracks*, Route 3, miles 33–36, and Route 6, mile 0.

miles	
0	Lávrion. Line runs with several small branches to Kamárizza.
3½	Kamárizza. Thence S. to Megála Péfka.
5¼	Megála Péfka.

SKÁLA OROPOÚ—MALAKÁSA, 9 miles

See *Roads and Tracks*, Route 5 A, under miles $22\frac{3}{4}$ and $29\frac{3}{4}$; also Route I, mile 31, yard 1,086.

This is a new Decauville railway serving the lignite mines at Oropó.

miles	
0	Skála Oropóú.
$3\frac{1}{2}$	Oropó. Railway follows road.
9	Malakása-Sphendalé. Railway station has been widened to receive additional traffic.

ALIVÉRI—SKÁLA ALIVERIOÚ, 2 miles

See *Roads and Tracks*, Route 11, mile 28.

A railway line (probably a Decauville) is under construction (1918) from the lignite mines of Alivéri to its port, Skála Aliveriού (about 2 miles). This line is to serve the lignite mines at Alivéri. (These mines now employ 1,800 workmen and produce 400 tons daily.)

KOÚMI—ENORIÁ

See *Roads and Tracks*, Route 12 A, miles 52 and 54; also under mile $41\frac{1}{2}$, branch path, mile 8.

The lignite deposits of Kouúmi are worked by a French as well as by a Greek company. The products of the former are conveyed from the mine by an aerial line; the latter has a line of light railway from the mine to Enoriá via Potamiá.

APPENDIX

The following information came too late to be incorporated in the text of this handbook. As it involves several important routes and sometimes affects the mileage of them and of the routes subsidiary to them, the information given in the text upon the whole of the routes concerned should be considered subject to correction.

ROUTE 7, miles 35–37½

The alternative road via Kriekoúki is now the main road: the old main road (which went N. over a ridge of 1,325 ft.) is now impassable. This involves an addition of 2½ miles to all distances after Kriekoúki (mile 36) in this route as well as in Route 8.

ROUTE 14, miles 18½–21½

A new road to serve coal-mines is under construction between Kokkinomeliá and Voutás.

ROUTE 60 A, mile 38, and ROUTE 64, mile 0

A new road is projected to join Tripolitsá and Leonídi. It will be important as an alternative route from the E. coast of the Peloponnese to the interior.

ROUTE 83, miles 0–32

The road from Kyparissía soon becomes a cart-track. This crosses the Kyparissía river (mile 3½) apparently by the stone bridge mentioned in Route 81 A, mile 4, which is above the railway bridge.

The river Boúzi (mile 9¾) is crossed by an iron road bridge below the railway bridge.

After the Bouízi river (miles $9\frac{3}{4}$ – $20\frac{1}{2}$) the route is uncertain, but it probably follows the railway along the W. bank of Lake Kaiápha (see *Railways*, Route XXI) and across the bridge over the stream joining Lakes Kaiápha and Agoulínitsa. From the pass of Kleidí to Anemochóri (miles $20\frac{1}{2}$ – $26\frac{1}{2}$) there are no signs of a track of any sort. From Anemochóri to the Alpheios (miles $26\frac{1}{2}$ –32) there is a road passable for light traffic.

ROUTE 87, miles 37–49

From Stemnítsa the main road runs *through* Moulátsi, thence SW. down the hills to join the Megalópolis–Karytaina road at the junction of this latter with the road to Andrítsaina (see Route 85, mile $43\frac{1}{2}$, and Route 86, mile $45\frac{1}{2}$). There is no road direct from Demetsána to Karytaina via the Demetsána (Gortynius) river.

ROUTE 88, mile 0

(See also *Railways*, Routes XIII and XIV.)

At the railway station near the harbour are shunting lines but no buildings. There is a passenger station N. of the town, but it is not used. A little farther N. is the goods station, and here there are shunting lines, sheds, water-tanks, &c.

INDEX

For convenience of reference to Greek maps the Greek form has been printed after each place-name.

Different towns and villages of the same name are distinguished by the route-number on which each occurs; different mountains by the range to which each belongs.

Figures in heavy type indicate the page on which the fullest description will be found.

A

Abae, 231
Abbreviations, 196
Abdoulár ('Αβδουλάρ), 295
Abdourachmánaga ('Αβδουραχμάναγα), Cháni of, 265
Abdul Hamid, Sultan, 70
Acacia trees, 107
Acarmania ('Ακαρνανία), 60, 77, 78, 99, 143, 154, 187
Achaia ('Αχαία), 142, 710
Acháia, Áno ('Ανω 'Αχάια), 567, 715
Acháia, Káto, 562, 563, 567, 584, 715
Achaia, Mts. of, 30-31
Acháia station, 715
Acheloús ('Αχελῷος) R.: *see* Aspropótamos R.
Achládi ('Αχλάδι), 252
Achladókampo ('Αχλαδόκαμπο), 24, 27, 421, 422, 423, 720
Achladókampo R., 23
Achmétaga ('Αχμέταγα), 246, 249
Achoúria ('Αχούρια), 442
Acro-Corinth ('Ακροκόρινθος), 23, 399, 401, 709, 714

Acropolis, 197, 199
Actium ('Ακτιον): *see* Póunta
Adamí ('Αδαμί) valley, 417
Áderes ('Αδερες) Mts., 27, 415
Administrative divisions, 119, 121-122. (*See also under* specific provinces)
Aegáleus (Αιγάλεως), Mt.: *see* Skaramangá, Mt.
Aegean Islands: inhabitants, 74, 75, 82, 99. (*See also* specific islands)
Aegean Sea: climatic conditions, 36, 38, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51
Aegilia (Αιγιλία) island: *see* Antikythera island
Aegina (Αίγινα), 123, 124, 155, **396-397**
Aegina island, 396-397
Aeginium (Αιγίνιον), 696
Aegira (Αιγείρα), 630, 712
Aegósthena (ΑιγόσθENA), 223
Aëtó ('Αετό) hill, 293, 294

Aetolia (Αιτωλία), 11, 137, 143, 147, 187, 319, 711
Aetolia, Plain of, 312, 314, 319, 323
Aetolia-Acarmania:
administration, 309
agriculture: *see* specific products, and routes *under* Communications *below*
communications: *see* Routes 33-49 and IV
physical geography: *see* specific physical features, and routes *under* Communications *above*
population, 168
Aëtolimni ('Αετολίμνι) peninsula, 255
Aëtós ('Αετός: Route 37), 326
Aëtós (Route 81 A), 524, 525, 725
Aftí (Αὔτι) Mts., 14
Agá ('Αγά), 348, 361
Agáli, Káto (Κάτω 'Αγάλι), 608, 625
Agaliané ('Αγαλιανή), 532, 725
Agalianós ('Αγαλιανός), 352, 355, 359

- Agatzíki ('Αγατζίκι), 516
 Agdines ('Αγδίνες), 252
 Ageranos ('Αγεραιός), 478
 Agiánni Révma ('Αγιάννι Ρεύμα), 293
 Agnanta, 377
 Agoréliza ('Αγορέλιζα), 520
 Agóriani, Áno ('Ανω Αγόριανι), 271
 Agóriani, Káto, 271, 274
 Agóriani station, 661
 Agórianni ('Αγόριαννι: Route 7), 228
 Agórianni (Route 69), 472
 Agoulínitsa ('Αγουλινίτσα), 535, 548, 724
 Agoulínitsa, Lake, 531, 534, 535, 536, 724, 729
 Ágrapha ('Αγραφα) Mts., 16, 136, 303
 Ágrapha village, 356, 364, 369, 370, 373, 386
 Agraphiōtikos ('Αγραφιώτικος) R., 15, 355, 359, 364, 365, 369, 371, 373
 Agrapidochóri ('Αγραπιδochóri), 586, 587, 588, 589
 Agriá ('Αγριά), 285, 697
 Agriakóna ('Αγριακώνα), 473
 Agriani ('Αγριανί), 444, 458
 Agricultural production, 145-146
 Agriculture, 77, 83, 86, 88, 97-98, 99, 101, 134, 135, 136-148, 153, 156, 157, 161, 170.
 (See also under specific provinces)
 Agrída ('Αγρίδα), 578
 Agrili ('Αγρίλι), 518, 522
 Ágrilos ('Αγρίλος), 488
 Agrínion ('Αγρίνιον), 186, 187, 258, 308, 309, 310, 312, 322, 323, 336, 340, 342, 344, 345, 349, 352, 357, 365, 670, 671
 Agrínion, Lake, 13, 311, 312, 320, 322, 323, 324
 Agrínion, Plain of, 102, 311
 Agriókampo ('Αγριόκampo) Mts., 30, 614
 Agriopidáki ('Αγριοπιδάκι), Mt., 328
 Agriovotáni ('Αγριοβοτάνι), 252
 Agyiá ('Αγιά), 286, 287, 288, 289, 290, 292, 294
 Agyiá, Gorge of, 687
 Agyiókampo ('Αγιοόκampo) R., 292
 Aīanákī ('Αϊανάκι), 724
 Aīdēpsó ('Αϊδηψό), 253
 Aīdēpsó, Gulf of, 253
 Aīdini ('Αϊδίνι: Route 24 A), 278
 Aīdini (Route 73), 492
 Aígina: see Aegina
 Aígion ('Αϊγιον), 161, 612, 613, 614, 616-617, 618, 620, 626, 627, 629, 711
 Aígion, Plain of, 31, 613, 625
 Aimilianós ('Αϊμιλιανός), Cape, 23
 Aίρεια ('Αίρεια), 488
 Aithaía ('Αϊθαία): see Delémemi
 Aitolikó ('Αϊτωλικό), 310, 323, 325, 670, 671
 Aitolikó, Lake, 310, 325
 Aīvalí ('Αϊβαλί), 301
 Aīvalí, Col of, 672
 Aīvalí R., 674, 688
 Áketsi ('Ακετσι), 278, 279, 295
 Ákovo ('Ακοβο), 489
 Akráta ('Ακράτα), 629, 712
 Akráta, Plain of, 628, 629
 Akráta R., 622, 628, 712
 Alafbey ('Αλαίμπει), 454
 Alamánna ('Αλαμάννα) bridge, 229, 233
 Alamános ('Αλαμάνος) Mts., 14
 Albanians, 72, 74, 75-77, 80, 90, 92, 107, 170, 413, 419, 420
 Alcohol, 153
 Alehaní, Káto (Κάτω Άλχανί), 267
 Alepochóri ('Αλεποχώρι: Route 67), 457
 Alepochóri (Route 68), 468, 469
 Aléstaina ('Αλέσταινα), 579
 Alevráda ('Αλευράδα), 366
 Alevrou ('Αλευρού), 329
 Alexandria, 459
 Aléxi ('Αλέξι), 241
 Alfred, Prince, 63
 Alí Agá ('Αλή Άγά), 474
 Ali Bey ('Αλημπέη) bridge, 311
 Alí Efféndi ('Αλή Έφέντη) bridge, 307, 383, 388
 Ali, Pasha of Yanina, 57
 Alí Tselepi ('Αλή Τσελεπί: Route 88), 569
 Alí Tselepi, Lake, 568, 569, 715
 Alíphaklar ('Αλίφακλαρ), 286
 Alitselepi ('Αλιτσελεπί: Route 72 A), 486
 Alitselepi (Route 73), 492
 Alitselepi (Route 83), 535
 Alivéri ('Αλιβέρι), 22, 151, 240, 242, 244, 726
 Aliveriού, Skála (Σκάλα Άλιβερίου), 240, 727
 Almonds, 156, 397, 420
 Alogopáti ('Αλογοπάτι), Mt., 268
 Alogoráche ('Αλογοράχη), Mt., 337, 347
 Alonístaina ('Αλωνίσταινα), 25, 433, 556
 Aloupochóri: see Al-pochóri

- Alpheios ('Αλφειός) R., 23, 24, 26, 32, 141, 173, 192, 470, 473, 474, 475, 487, 488, 490, 530, 531, 535, 537, 538, 539, 540, 542, 544, 545, 546, 547, 548, 549, 550, 551, 552, 555, 559, 561, 562, 576, 579, 580, 581, 583, 587, 608, 716, 724, 729
- Alpheios station, 716, 724
- Alpochori ('Αλποχωρί: Route 88), 577
- Alpochori (Route 90), 592
- Ályka ('Αλυκα), 505
- Alykés ('Αλυκές), 235
- Alyssós ('Αλυσσός), 566, 715
- Amaliás ('Αμαλιάς), 563, 571, 574, 575, 588, 715
- Amaróusi ('Αμαρούσι), 213, 701
- Ambeláki ('Αμπελάκι), 204
- Ambelákia (Αμπελάκια), 290, 388
- Ambélia ('Αμπέλια), Plain of, 240, 245
- Ambeliké ('Αμπελική), 268
- Ambeloképi ('Αμπελοκήπι), 207, 218
- Ámbliani ('Αμπλιανί: Route 44), 343, 344
- Ámbliani, Pass of (Route 20), 259, 260, 654
- American Tobacco Co.: see British-American Tobacco Co.
- Amphissa ('Αμφισσα): see Sálona
- Amphissa, Plain of, 259
- Anabaklí ('Αναμπακλί), 299, 300
- Anápli ('Ανάπλι): see Nauplia
- Anastásova ('Αναστάσοβα), 496
- Anatolikó: see Aitolikó
- Anávolο ('Ανάβολο) spring, 435
- Ánavros ('Αναυρος) R., 697
- Anavryté ('Αναβρυτή), 467
- Anávvyso ('Ανάβυσο), 151, 205, 206
- Anávvyso, Metóchi of, 206
- Anazýri ('Αναζύρι), 539, 543, 559, 561
- Anchialos, Néa (Néa 'Αγχίαλος), 279
- Ánderas ('Αντερας), 233
- Andinitsa ('Αντινίτσα), Mt., 265, 280
- Andravída ('Ανδραβίδα), 572, 715
- Andréas ('Αντρέας), 208
- Andritsa ('Ανδρίτσα), 720
- Andrítsaina ('Ανδρίτσαίνα), 32, 103, 526, 528, 530, 532, 533, 535, 538, 546, 547, 548, 549, 551, 729
- Andrítsaina Mts., 24, 32-33, 76, 141, 191, 523, 527, 528, 530, 539, 545, 548, 549, 551
- Andróni ('Αντρώνι), 582, 587
- Andros ('Ανδρος), 76, 151, 160; climate, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51. (See also Volume II)
- Androussa ('Αντρούσσα), 492, 511
- Anélio ('Ανήλιο), 284
- Anemochóri ('Ανεμοχώρι), 535, 548, 724, 729
- Anemodouri ('Ανεμοδούρι: Route 69), 474
- Anemodouri (Route 85), 543
- Anephorites ('Ανηφορίτης) pass, 286, 649
- Angelókastro ('Αγγελόκαστρο: Route 33), 308, 311, 671
- Angelókastro (Route 58), 411
- Angelókastro, Lake, 310, 311, 312, 323
- Angelóna ('Αγγελώνα), 451
- Angistri ('Αγκίστρι), Cape, 279
- Angistri island, 397
- Aniáda ('Ανιάδα), 344
- Anína ('Ανίνα), Mt., 501
- Ánino ('Ανινο), 315, 369
- Áno ('Ανω, 'Upper'): see under specific name
- Anógia ('Ανώγια), 464, 467
- Anógia R., 464
- Antikálamο ('Αντικάλαμο), 484
- Antikyra ('Αντίκυρα), 190, 220, 260, 261, 262
- Antikýthera ('Αντικύθηρα) island, 460-461
- Antimony, 152
- Antíparos ('Αντίπαρος) island, 150. (See also Volume II)
- Antírrhion ('Αντίρριον): see Kástro Moreás
- Anyphé ('Ανυφή), 405
- Aonian plain, 649
- Apáno ('Upper'): see under specific name
- Apediá ('Απηδιά), 452, 454, 456
- Apediá, Plain of, 452, 456
- Aphesoú ('Αφησοῦ), 445, 467
- Aphráti ('Αφράτι), 245
- Apples, 138, 363, 554
- Arachamítai ('Αραχαμίται), 490
- Arachnaeum ('Αραχναῖον): see Hágios Elías, Mt.
- Aráchova ('Αράχωβα: Route 21), 260, 261, 262
- Aráchova (Route 62), 437, 438, 454, 459, 468
- Aráchova (Route 93), 616

Aráchova (Route 95): *see* Ráchova
 Aráchova, Néο (Route 44), 341, 343
 Aráchova, Palió (Route 44), 341, 343
 Árachthus (Ἀραχθός) R.: *see* Artinós R.
 Aragózena (Ἀραγόζενα), 616
 Aráklī (Ἀράκλι), 701
 Arapádiike Magoula (Ἀραπάδικη Μαγούλα), 288
 Arápes (Ἀράπης), 315
 Arápi (Ἀράπι), 204
 Arapoképhala (Ἀραποκέφαλα), Mt., 16, 354, 357
 Arcadia :
 administration, 424
 agriculture, 98, 103, 138, 139, 140, 144, 146. (*See also* specific products, and routes under Communications below)
 climate, 553
 communications: *see* Routes 60-65, 67-69, 72, 73, 81, 82, 85-87, 91, 92, 94, and XVIII, XX, and Appendix
 physical geography: *see* specific physical features, and routes under Communications above
 population and inhabitants, 73, 74, 75, 82, 103, 168
 Arcadian Mts., 23, 24-26, 27, 73, 103, 138, 139, 140, 191, 192, 398, 552, 553, 554, 555, 558, 561, 715
 Arcadian plain, 470, 720
 Archáni (Ἀρχάνι), 361
 Ardamón (Ἀρδαμών), Mt., 17
 Ardini (Ἀρδίνη), Mt., 350

Area of Greece, 11, 168, 170-171
 Areopagus : *see* Justice
 Areoúpolis (Ἀρεοῦπολις), 29, 476, 477, 478, 498, 503, 504
 Arethá (Ἀρεθά), 246, 249
 Argalasté (Ἀργαλαστή), 283
 Argolis : inhabitants, 72, 76, 412-413
 Argos (Ἀργος), 151, 154, 191, 398, 400, 403-404, 405, 407, 408, 412, 420, 421, 426, 428, 434, 595, 626, 704, 719
 Argos, Acropolis of: *see* Larissa
 Argos, Plain of, 23, 24, 26, 76, 139, 398, 399, 401, 402, 403, 404, 405, 407, 421, 719
 Argos-Nauplia Railway, 408, 637, 704, 705, 719, 721
 Argostóli (Ἀργοστόλι), 161, 162
 Argyliás (Ἀργυλιάς), 479
 Argyrókastro (Ἀργυρόκαστρο), Mt., 557, 558
 Ária (Ἄρια), 409, 418
 Ariochoóri (Ἀριοχωῖρι): *see* Gaïdourochoóri
 Aristóménes (Ἀριστομένης), 493, 511
 Arkadiá (Ἀρκαδιά): *see* Kyparissía
 Arkítsa (Ἀρκίτσα), 230, 232
 Árla (Ἄρλα), 585
 Arméni (Ἀρμένι), Mt., 648
 Armeniá (Ἀρμενιά), Mt., 24, 432
 Armenoi (Ἀρμενοί), 522
 Army, 60, 62, 63, 68, 71, 170, 186, 200, 205, 220, 230, 239, 254, 263-264, 265, 266, 267, 269, 270, 271, 272, 273, 275, 276, 278, 280, 285, 288, 295, 296, 298, 300, 303, 304, 305, 309, 329, 331, 378, 396, 403, 407, 424, 482,

639, 643, 644, 661, 663, 690. (*See also* Powder and Hospitals)
 Armyropótamo (Ἀρμυροπόταμο), 240, 242
 Árna (Ἄρνα), 464
 Arnaoutali (Ἀρναουταλί), 511
 Arnítsa (Ἀρνίτσα), Mt., 331, 333
 Aroánios (Ἀροάνιος): *see* Doána R.
 Arphará (Ἀρφαρά) (Route 72 A), 485
 Arphará (Route 95), 629
 Arta (Ἄρτα), Gulf of, 60, 66, 187, 308, 309, 314, 315, 316, 317, 325, 327, 329, 330, 367, 369
 Arta, Province of:
 administration, 121, 122, 123, 124, 125, 126, 129, 130, 131, 316
 agriculture, 145, 146. (*See also* specific products, and routes under Communications below)
 climate, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51
 communications : *see* Routes 33, 48, 50, 51
 history, 64
 physical geography: *see* specific physical features, and routes under Communications above
 Arta, Town of, 123, 145, 146, 168, 169, 186, 187, 218, 304, 305, 308, 313, 314, 315, 316, 317, 327, 340, 345, 357, 360, 364, 366, 367, 369, 372, 373, 376, 385, 640, 670
 Artemisium Mts., 420, 426, 552, 719

Artesian wells : *see*
 Water-supply
 Artinós ('Αρτινός) R., 13,
 66, 136, 173, 316, 317,
 376, 377
 Artotína ('Αρτοτίνα), 347
 Artotíva ('Αρτοτίβα), 342
 Artotíva bridge, 342,
 349, 350
 Arumani, 77
 Arvanites, 72, 75
 Arvanitokerásia ('Αρβα-
 νιτοκεράσια), 469, 473
 Arvanitónlachoi : *see*
 Farsherots
 Asáni ('Ασάνι), 600
 Asca, Ruins of, 723
 Asemákis ('Ασημάκις)
 hill, 471
 Asia Minor, 52, 54, 56,
 82, 144, 160, 173, 459,
 483
 Asine, Ruins of, 417,
 509
 Aslánaga ('Ασλάναγα),
 484, 722
 Aslanár ('Ασλανάρ), 298
 Asmáki ('Ασμάκι) R.,
 286, 287, 292, 294
 Asmíni ('Ασμίनि), 252
 Asopus ('Ασωπός) R. (tri-
 butary of Spercheios),
 188, 229, 230, 654, 655,
 656, 657
 Asopus (Vouriéni) R. :
see Vouriéni R.
 Áspra Spítia ('Ασπρα
 Σπίτια), 541, 542, 550,
 583
 Áspra Spítia (Antikyra) :
see Antikyra
 Áspra Spítia, Bay of,
 262
 Aspróchoma ('Ασπρό-
 χωμα), 484, 491, 704,
 721
 Asprókampo ('Ασπρό-
 κampo), 481
 Asproklesia ('Ασπροκλη-
 σιά), 382
 Aspropótamos ('Ασπρο-
 πόταμος) R., 14, 15, 78,
 136, 173, 308, 310, 311,
 312, 313, 314, 323, 324,

325, 326, 344, 348, 355,
 357, 358, 359, 360, 362,
 365, 366, 367, 368, 369,
 377, 378, 379, 385, 671
 Asprópyrgo ('Ασπρό-
 πυργο), 210, 222, 709
 Asses : *see* Donkeys
 Ássos ('Ασσος), 714
 Ássou ('Ασσου), 635
 Astakós ('Αστακός), 314,
 323, 324, 326, 328
 Ástras ('Αστρας), Mt.,
 581, 588, 592
 Ástros ('Αστρος), 74, 422,
 433, 434, 436, 438,
 441, 443, 468, 554
 Ástros Parálion ('Αστρος
 Παράλιον), 435, 441
 Ástrous, Kalývia, 435,
 436, 439
 Asvéstis ('Ασβέστις), 273
 Atalánte ('Αταλάντη),
 74, 149, 187, 188, 189,
 220, 227, 229, 230,
 231, 254, 653
 Atalánte channel, 189,
 238
 Atalánte island, 232
 Atalántes, Skála (Σκála
 'Αταλάντης), 231
 Athanáte ('Αθανάτη), 292
 Athens ('Αθήναι or
 'Αθήνα), 60, 61, 105,
 106, 119, 122, 123,
 124, 125, 126, 129,
 130, 131, 148, 151,
 154, 156, 162, 166,
 167, 172, 174, 199-
 200
 Bank of, 166, 167, 704
 climate, 39, 41, 42,
 43, 44, 45, 46, 47,
 48, 49, 50, 51
 communications,
 190, 191, 197, 198,
 199, 200, 202, 205,
 207, 209, 210, 212,
 214, 218, 219, 220,
 231, 235, 258, 259,
 260, 261, 262, 269,
 278, 285, 389, 390,
 391, 398, 430, 646,
 698, 699, 701, 702,
 704, 707, 708

Athens (*continued*) :
 inhabitants, 74, 86,
 88, 92, 106, 119
 railway stations,
 198, 200, 639, 646,
 698, 699, 700,
 708
 School of Trade and
 Industry, 130,
 132. (*See* Schools)
 University of, 56,
 62, 68, 105, 109,
 131, 132, 200
 Athens-Kephissíá Rail-
 way, 637, 700-701,
 702
 Athens-Lávrión Rail-
 way, 212, 216, 637,
 700, 702-703
 Athens-Piraeus Electric
 Railway, 198, 637, 638
 639, 698-699, 707
 Athíkia ('Αθήκια), 718
 Atsíchole ('Ατσίχολε),
 545, 562
 Attic peninsula, 21
 Attica-Boeotia :
 administration, 119,
 199
 agriculture, 137,
 138, 142, 143.
 (*See also* specific
 products, and
 routes under
 Communications
 below)
 communications :
see Routes 1-10,
 18, 21, 52, and I
 (i, ii, iii), II,
 VIII, IX-XI,
 XII; Light Rail-
 ways and Appen-
 dix
 physical geography,
 19-20, 21, 150,
 151, 190, 204,
 214-215. (*See also*
 specific physical
 features and under
 Boeotia, and
 routes under
 Communications
 above)

Attica - Boeotia (*continued*):

population and inhabitants, 72, 74, 76, 90, 168, 413

Attica Railway, 212, 216, 638, 639, 700. (*See also specific routes*)

Aulis (Αὔλις), *see* Vathy (Route 10 A)

Austria-Hungary, 62, 64, 69, 70, 143, 155, 158, 162, 173, 176, 239, 331, 407, 483, 639; policy in Greece, 64, 68

Austrian Staff Map: *see* Maps of Greece

Avaritsa (Ἀβαρίτσα), 280

Avars, 73

Avgó (Αὐγό), 630

Avgó, Cape, 625, 630

Avgó, Hill of, 713

Avgó, Mt., 15

Avgó Mts., 416, 417

Aviation, 40, 222

Avláki (Αὐλάκι), 276

Avláki R., 669

Avlonári (Αἰλωναίρι), 242

Avlonári R., 242

Avórani (Ἀβώρανι), 343

Avramiό (Ἀβραμιό), 510

B

Babá (Μπαμπά), 290, 291, 645, 665

Babíni (Μπαμπίνι), 310, 325, 326, 328

Bágia (Μπάγια), 383

Bakóuros (Μπακούρος), Cháni of, 459, 469

Bákraina (Μπάκραйна), 358, 664

Bakrátsi (Μπακράτσι), 263, 269

Bála (Μπάλα), 485

Balamóuti (Μπαλαμούτι), 291

Balí (Μπαλί), 589

Baliága (Μπαλιάγα), 484

Balkan League, 71

Balkan Wars (1912, 1913), 55, 67-71, 160, 164, 165, 172, 264, 317, 637, 639

Baltarár (Μπαλταράρ), 302

Banks, 165-167. (*See also under specific names*)

Banking, 165-167

Baphoúskia (Μπαφούσκια) R., 619, 627, 712

Barbás (Μπαρμπάς), Mt., 31, 614, 616, 618

Bardouínia (Μπαρδούνια) fortress, 463

Bardouínia R., 462, 476, 478, 502

Bardounochória (Μπαρδουνοχώρια), District of, 140, 451, 453, 461, 463

Bardounochória Mts., 76, 466

Barley, 90, 136, 137, 138, 139, 144, 425, 553

Bási (Μπάσι), 431

Basíti (Μπασίτι), 296

Bassae (Βάσσαι), Temple of, 528, 529, 551

Básta (Μπάστα: Route 72 A), 484, 722

Básta (Route 88), 571

Baths and medicinal springs: *see* Health

Batignolles Construction Company, 666

Bavarian rule in Greece, 55, 59, 61-63

Baxilár (Μπαξιλάρ), 388

Beans, 137, 146, 645

Bedéni (Μπεδένι: Route 59), 413, 417

Bedéni (Route 61), 433

Bedéni (Route 94), 625

Beech, 101, 147, 347, 348, 386

Bees, 146. (*See also* Honey)

Beet, Sugar, 137

Bekí Amóuri (Μπεκί Ἀμούρι), 645, 659

Bekídes (Μπεκίδες), 301

Bekrilér (Μπεκρिलέρ), 272, 297

Bekrilér-Proërna station, 272, 662

Bélesi (Μπέλεσι: Route 85), 542, 581

Bélesi, Apáno (Route 60 B), 427, 428, 430

Bélesi, Káto (Route 60 B), 427, 428, 576

Belétzi (Μπελέτζι) Mts., 648

Belgrade, 639

Berbáti (Μπερμπάτι), 404, 405

Beschini (Μπεσχίνι), 534

Bétsi (Μπέτσι), 544

Bezaíti (Μπεζαίτι), 586

Bezeníko (Μπεζενίκο), 608

Bezeníko, Cháni of, 608

Bezeré (Μπεζερέ), 587

Biláli (Μπιλάλι), 704, 722

Bitsilér (Μπιτσιλέρ), 306

Blióuris (Μπλιούρις) R., 304, 307, 693

Bochóri (Μποχώρι): *see* Evenochóri

Boeaticus (Βοιατικός): *see* Vátika bay

Boebëis (Βοιβηίς): *see* Kárla, Lake

Boeotia: agriculture, 137, 142, 143

land tenure, 99

plains of, 19, 20, 219, 653

Bokovítsa (Μποκοβίτσα), 379

Boláti (Μπολάτι), 635

Boletá (Μπολετά), 723

Bondíá (Μποντιά), 525

Boníkovno (Μπονικόβο), 366

Bosaitika (Μποσαίτικα), 614, 711

Bosnia, 69, 70

Bostenítsa (Μποστένιτσα), 581, 593

Boténou (Μποτινόν), 244

Bótsares, Márko, 309, 356

Bótsika (Μπότσικα), 430
 Boubolina (Μπουμπολίνα) R., 304, 381
 Bouúbouka (Μπούμπουκα), 600
 Bouchióte (Μπουχιώτη), 571, 587, 588
 Bouchlár (Μπουχλάρ), 272
 Bouchouínista (Μπουχούνιστα), 382, 388
 Boudonítsa (Μπουδονίτσα): *see* Mendenítsa
 Bouga (Μπούγα), 525, 725
 Bougiáti (Μπουγιάτι: Route 5 B), 212, 213, 647
 Bougiáti (Route 60 B), 427, 430
 Boukoura (Μπούκουρα), 570
 Boukovína (Μπουκοβίνα), 590
 Boulariós (Μπουλαριός), 504
 Boulé (Βουλή): *see* Deputies
 Boulgára (Μπουλγάρα), 371
 Bouúra (Μπούρα), 474
 Bourdánou (Μπουρδάνου), 589
 Bouítsi (Μπουίτσι), 240
 Boutsikáki (Μπουτσικάκι) Mts., 15
 Boutsikáki, Mt., 386
 Bouzdouni (Μπουζδούνι), Cháni of, 359
 Bouzi (Μπούζι), Cháni of, 532
 Bouzi R., 32, 526, 528, 529, 532, 724, 728, 729
 Bouzi station, 724
 Brachámaga (Μπραχάμαγα), 226
 Brachámi (Μπραχάμι), 205
 Brachoumádi (Μπραχουμάδι), 597
 Bráilo (Μπράιλο), 187, 219, 220, 229, 231,

259, 260, 261, 639, 640, 641, 651, 654
 Bricks, 155
 Bridges, 387
 Brínta (Μπρίντα), 500
 British-American Tobacco Co., 161
 British financial interests, 162, 165, 166
 British Legation and consular offices, 167
 British mining interests, 149, 151, 249. (*See also* Grecian Marbles Co.)
 British money: Greek exchange values, 176
 British shipping, 158, 160
 Bronze, 152, 175, 176
 Brouma (Μπρούμα), 540
 Broumázi (Μπρουμάζι), 549
 Bulgarians, 53, 85, 106, 128, 169, 278, 279
 Byron, Lord, 60, 309
 Byzantine tradition: *see* Greece, Mediaeval and Byzantine

C

Cables, 174
 Calendar, 178
 Calydon, 318
 Cambunian Mts., 11, 16, 137, 147
 Canals, 173, 309, 331
 Candia: *see* Herákleion
 Candle works, 154
 Canea: *see* Chanía
 Canning, Stratford, 59
 Carobs, 139, 420, 448, 449
 Carts, 184
 Castalia (Κασταλία), Spring of, 261
 Cattle, 136, 137, 141, 146, 164, 305, 324, 342, 345, 439, 536, 563, 574, 588, 595, 681. (*See also* Pastoral pursuits)

Cement works, 155, 222
 Cenchreæ (Κεγχρεαί), 401, 410, 411
 Cephalonia (Κεφαλονιά, Κεφαλληνία), 60, 83, 123, 129, 142, 160, 161, 162, 166, 167, 169, 192; climate, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51. (*See also* Volume II)
 Cephissus (Κηφισσός: Attica) R., 21, 197, 198, 199, 210, 213, 646, 647, 701, 708
 Cephissus (Boeotian Cephissus or Mavroneró) R., 19, 188, 189, 219, 220, 226, 227, 228, 229, 231, 233, 259, 260, 338, 339, 652, 653
 Cereals: *see* Grain
 Cerigo island: *see* Kythera island
 Cerigotto island: *see* Antikythera island
 Chaeroneia (Χαιρώνεια): *see* Kápraina
 Chaídari (Χαϊδάρι), 417
 Chaikáli (Χαϊκάλι: Route 76), 508
 Chaikáli (Route 89 B), 584
 Chalambrézi (Χαλαμπρέζι), 274
 Chalándri (Χαλάνδρι), 207, 212, 213, 218, 702
 Chalándri R., 701
 Chalandritsa (Χαλανδρίτσα), 591, 597
 Chalasmeno Vounó (Χαλασμένο Βουνό), Mt., 543, 560
 Chalcidice (Χαλκιδική), 71, 152
 Chalcis (Χαλκίς), 21, 107, 123, 129, 154, 172, 189, 239
 climate, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51

- Chalcis (*continued*):
communications,
190, 192, 209, 211,
212, 220, 224, 236,
237, 238, 239, 240,
242, 244, 245, 246,
248, 250, 254, 256,
642, 668
- Chalcis, Mt.: *see* Vará-
sova, Mt.
- Chálepo (Χάλεπο), Cape,
246
- Chália (Χάλια), 238
- Chália peninsula, 238
- Chalkída: *see* Chalcis
- Chalkiopoulos (Χαλκιο-
πουλος), 367
- Chalkiopoulos bridge,
313, 367, 368
- Chalkítsa (Χαλκίτσα),
Mt., 323, 324
- Chalkodónion (Χαλκο-
δώνιον), 301, 688
- Chalkoútsi (Χαλκοúτσι),
212
- Chamber of Deputies:
see Deputies
- Chamliđja, 419
- Chanákia Karveliού
(Χανάκια Καρβελιού),
496
- Chandrinou (Χανδρινού),
512
- Cháni (χάνι, 'inn'): *see*
under specific name
- Chanía (Χανία), 129, 131,
167, 172; climate, 41,
42, 43, 48, 49, 50,
51
- Charádra (Χαράδρα) R.,
210, 214, 647
- Chárakes (Χάρακες)
tower, 480
- Charakópi (Χαρακόπι),
508, 515, 517
- Cháraz (Χάραξ), 449
- Chármaina (Χάρμaina),
381
- Charváti (Χαρβάτι), 207,
208
- Chasán Tatár (Χασάν
Τατάρ), 375, 664
- Chasanága (Χασανάγα),
635
- Chasiá (Χασιά), 214, 215,
221, 222
- Chásia (Χάσια) Mts., 11,
16, 17, 18, 137, 304,
692
- Chasiás, Kalývia (Καλύ-
βια Χασιάς): *see* Aspró-
pyrgo
- Chasiméto (Χασιμέτο),
417
- Chasimpasá (Χασιμα-
σά), 493
- Chasiótika Mts.: *see*
Chásia Mts.
- Chatzí (Χατζί), 493, 511
- Chatzí Chalár (Χατζί
Χαλάρ), 272, 375
- Chatzí Omár (Χατζί
Όμάρ), 272
- Chatzilar (Χατζιλάρ),
272, 375, 664
- Chatziómbasi (Χατζιό-
μπασι: Route 27A), 291
- Chatziómbasi (Route
32), 305, 306
- Chatzómباسي (Χατζό-
μπασι: Route 26), 287
- Chávri (Χάβρι), 589
- Cheese, 90, 99, 139, 345,
408, 420, 554, 578, 645
- Cheimárra (Χειμάρρα),
479, 503
- Chéli (Χέλι), 411, 412
- Chéli, Mt., 411
- Chelidóni (Χελιδόνι),
315, 583
- Chelidóni, Mt., 15, 354,
355, 356
- Chellovívaro (Χελλοβί-
βαρο) bay, 332
- Chelmós, Cháni of (Χάνι
του Χελμού), 472, 473,
474
- Chelmós (Χελμός: Route
69) hill, 472, 473
- Chelmós, Mt. (Route
91), 24, 30, 140, 148,
401, 473, 553, 594, 601,
602, 605, 606, 617, 621,
622, 626, 628, 712
- Chelóna (Χελώνα), Mt.,
414
- Chelonátas promon-
tory, 717
- Chemicals, 155
- Cherries, 138, 363, 464;
554
- Chestnut, 147, 148, 322,
347, 363, 439, 446, 463,
467, 496, 501, 599
- Children, 98, 108
- Chiliadótkos (Χιλιαδό-
τικός) R., 280
- Chiliadóu (Χιλιαδόου),
280
- Chiliomódi (Χιλιομόδι),
398, 400, 404, 718
- Chióna (Χιώνα), 590
- Chios (Χίος) island, 56,
83, 166, 167, 170,
172. (*See also* Volume
II)
- Chlembotsári (Χλεμποτ-
σάρι), 224, 237, 649
- Chlemouítsi (Χλεμούιτσι),
Kastro of, 573
- Chlemouítsi, Mt., 564,
572
- Chlomós (Χλομός), 260
- Chlomós, Mt., 651
- Cholórevma (Χολόρευμα)
R., 299
- Chomateró (Χωματερό),
517
- Chómori (Χάμορι), 350
- Chónika (Χώνικα), 405
- Chóra (Χώρα: Route 67):
see Kýthera town
- Chóra (Route 75), 500
- Chóra (Route 89 A),
542, 559, 576, 580
- Chorémi (Χορέμι), 527
- Chosiári (Χοσιάρι),
Cháni of, 477
- Chóstia (Χώστια), 234,
263
- Chóuni (Χούνι), 358
- Chóuni stream, 358
- Chóvoli (Χώβολι), 611
- Chráni (Χράνι), 722
- Christianou (Χριστι-
ανού), 519, 520, 521
- Chromite, 152
- Chromium, 150, 152
- Chrysapha (Χρύσαφα),
445, 446
- Chrysóitsa (Χρυσοβί-
σα: Route 37), 326

- Chrysóvitsa (Route 46), 349
- Chrysóvitsa (Route 87), 555, 561
- Chrysóvitsa, Mt. (Route 33), 310
- Chryssó (Χρυσό), 261
- Chryssó, Plain of, 259, 261
- Church, Sir Richard, 60, 309
- Churches, 129, 465. (*See also* Orthodox Church and Roman Catholics)
- Cithaeron (Κιθαράων), Mt., 20, 189, 190, 214-215, 218, 219, 223, 401
- Citrons, 156
- Civil code, 122
- Civil service, 95, 170
- Cladeos (Κλάδεος) R., 540, 541, 583, 716
- Classical tradition: *see* Greece, Classical
- Cleonae (Κλεωναί), 399, 402
- Clergy, 126-127, 170, 224, 226, 230, 239, 243, 266, 267, 269, 279, 304, 309, 331, 344, 396, 407, 419, 424, 462, 465, 482, 536, 560, 564, 601. (*See also* Religion and Orthodox Church)
- Climate, 34-51, 97, 102, 134, 183, 412, 460. (*See also* Rainfall, Snow, Thunderstorms, Winds, &c.)
- Cnemis (Κνημίς): *see* Lykorévmata, Mt.
- Coal and coaling, 157, 162, 202, 216, 222, 279, 564, 565, 645, 682, 728. (*See also* Lignite)
- Coasts: *see* Ports and under Peloponnese
- Cochrane, Lord (Earl of Dundonald), 58, 60
- Codrington, Admiral Sir Edward, 59
- Cognac, 153, 157, 202
- Commerce, 83, 86, 97, 106, 136, 156-167, 170, 400, 403, 408, 419, 564-613. (*See also* Trade)
- Commercial Bank, 166, 167
- Commercial code, 122
- Commercial education: *see* Education and Schools
- Committee of Union and Progress, Turkish, 70
- Communications: general information, 15, 22, 66, 83, 85, 97, 101, 108, 121, 172-174, 183-192. (*See also* introductions to specific routes)
- Constantine, ex-King, 71, 85, 94, 569
- Constantine XI, 53, 85
- Constantinople, 52, 53, 54, 56, 59, 73, 81, 82, 85, 86, 105, 110, 116, 125, 173, 443, 483, 639
- Constitution and administration, 109, 110, 116-124
- Constitution of 1843, 61; of 1844, 116, 125; of 1864, 109, 110, 116, 118, 125
- Consulates, 167, 239, 279, 316, 331, 407, 482
- Copper, 149, 151, 152, 254, 277, 281
- Corfu, 53, 65, 83, 90, 94, 119, 122, 123, 129, 142-143, 155, 161, 162, 163, 164, 166, 167, 169, 172, 174, 175, 192, 640; climate, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51. (*See also* Volume II)
- Corinth (Κόρινθος), 72, 74, 76, 123, 191, 396; communications, 222, 319, 335, 389, 390, 391, 392, 393, 396, 398, 399, 400, 404, 405, 410, 429, 618, 625, 626, 627, 633, 635, 704, 710, 716, 718
- Corinth, Acropolis of: *see* Acro-Corinth
- Corinth Canal, 156, 173, 389, 390, 392, 394-395, 710
- Corinth, Gulf of, 15, 16, 140, 186, 188, 190, 215, 223, 258, 259, 319, 346, 360, 389, 396, 401, 430, 613, 617, 704, 710
- Corinth, Old (Παλιὰ Κόρινθος), 399, 400-401, 405, 429, 635, 714
- Corinth, Plain of, 22, 23, 26, 398, 399, 404
- Corinth - Argos - Tripolitsá Railway, 398, 421, 637, 704, 705, 718-720
- Corinthia-Argolis: administration, 407 agriculture, 138, 139, 143. (*See also* specific products, and routes under Communications below)
- communications: *see* Routes 52-62, 95, and XII, XIII, XVIII, XIX
- physical geography, 23, 26-27, 149, 191. (*See also* specific physical features, and routes under Communications above)
- population, 72, 74, 76, 168, 412-413, 622, 624, 630
- Corn: *see* Grain
- Corone: *see* Petalídi
- Cotton, 135, 137, 138, 143-144, 145, 146, 153, 154, 155, 157, 293, 303, 403, 419,

436, 459, 462, 502, 645

Council of Ministers : see Ministers

Courts : see Justice

Crete (Κρήτη), 95, 126, 161, 162, 170, 174, 176

Bank of, 166, 167

climate, 36, 37, 39

history, 53, 66, 67, 68-69, 70, 106

inhabitants, 74, 75, 82, 83. (See also Sphakiots)

Crimean War, 62

Croceae (Κροκεαί), 454

Crown Prince, 69, 119

Cultivated land : areas, 145

Currants, 97-98, 102, 103, 135, 140, 141, 142, 144, 145, 146, 153, 156, 157, 161, 164. (See also specific routes or provinces)

Currency, 165-166, 175. (See also Money)

Custom Houses : see Ports

Cyclades (Κύκλαδες) Islands, 37, 39, 60, 107, 145, 146, 169. (See also Volume II)

Cyllene (Κυλλήνη) : see Ziria, Mt.

Cynoscephalae (Κυνοςκεφαλαί) : see Mávro Vouini, Mt.

D

Dadí (Δαδί), 228, 642, 653

Dadí pass, 219, 227

Dadiou, Kalývia (Καλύβια Δαδιού), 228

Dágla (Δάγλα), 217

Daimoniá (Δαιμονιά), 455

Daitzá (Δαϊτσά), 269

Dakoule (Δακούλη), Cháni of, 423

Dalamanára (Δαλαμανάρα), 408, 721

Damalá (Δαμαλά), 414, 415

Daouklí (Δαουκλί), 265, 269, 270

Daouklí, Lake, 265, 270, 271, 298, 661

Daouklí plain, 18, 269, 270, 661

Daouti (Δαούτι : Route 78), 514

Daouti stream, 514, 516

Daphní (Δαφνί), 218, 221, 464

Daphní pass, 21, 190, 219

Daphniás (Δαφνιάς), Mt., 718

Dára (Δάρα : Route 59), 414

Dára (Route 91), 604, 608, 625

Dára, Cháni of (Route 91), 594, 604, 608, 609

Dárdeza (Δάρδεζα), 150

Dardzoula (Δαρδζούλα), Mt., 415

Daskalió (Δασκαλιό), 216, 702

Daviá, 556

Daviá (Δαβιά) R., 25, 490, 546, 547, 552, 555, 556, 723

Dávliá (Δαύλια), 22c, 226, 261, 262

Dávliá station, 262, 652

Dechoúni (Δεχούνι), 579

Dekeleia (Δεκέλεια) : see Tatóti

Dedémbey (Δεδέμπεη), 487, 722

Delémemi (Δελήμεμι), 485

Délesi (Δήλεσι), 212, 648

Delimbali (Δηλίμπαλι), 586

Delph (Δέλφ), Mt., 22, 242, 246, 668

Delphi (Δελφοί), 220, 259, 260, 261, 652

Demaristika (Δημαρίστικα) valley, 480

Demáta (Δεμάτα) bay, 332

Demeniό (Δημηνιό), 625, 626, 633, 713

Demerlí (Δεμερλί), 302, 644, 645, 662, 663, 690

Demésticha (Δεμέστικα), 598, 599

Demetsána (Δημητσάνα), 139, 475, 539, 543, 544, 545, 546, 552, 553, 554, 556, 560-561, 608, 612, 729

Demetsána R., 25, 26, 475, 543, 545, 552, 553, 557, 558, 560, 561, 562, 612, 729

Democratic spirit, 84, 87

Démoi (δῆμοι), 121, 122

Demoliáki (Δημολιάκι), 216, 726

Demotic schools : see Schools

Deputies, Chamber of, 116, 117, 118, 119-120, 121

Dereglí, Káto (Κάτω Δερεγλί), 300

Dereli (Δερελί : Route 22 C), 270, 271, 273

Dereli (Route 27 A), 291, 388

Dereli, Palió (Route 22 A), 268, 297

Dereli-Kaítsa station (Route I, iv), 644, 645, 661

Derés (Ντερές) R., 286, 293

Dervén Karyá (Ντερβέν Καρύα), 270

Dervenáki (Δερβενάκι), Cháni of, 402

Dervenáki pass, 191, 399, 402, 405, 626, 719

Dervéni (Δερβένι : Route 95), 626, 627, 630, 712

Dervéni, Cháni of (Route 72 A), 487, 495

- Dervéni pass (Route 8), 233
 Dervéni R. (Route 72 A), 486
 Dérveno-Sálesi (Δέρβενο-Σάλεσι), 215
 Dervitselepi (Δερβιτσελεπί), 571
 Desphina (Δεσφίνα), 261
 Diakophtitika Kalývia (Διακοφτίτικα Καλύβια), 628
 Diákophtho (Διάκοφθο), 619, 628, 704, 712, 718
 Diákophtho R., 628
 Diákophtho - Kalávryta Railway, 637, 638, 704, 705, 717-718
 Diaphórti (Διαφόρτι), Mt., 32, 33, 530, 551, 552, 723
 Diavolitsi (Διαβολίτσι), 495, 525, 527
 Diavolitsi pass: *see* Makriplági pass
 Dídymoi (Δίδυμοι), 416, 417
 Diebitsch, Marshal, 59
 Díonyso (Διόνυσος), 213, 701
 Dióuka (Διούκα), Mt., 359, 365
 Diró (Διρό) bay, 503
 Dirphys, Mt.: *see* Delph, Mt.
 Diskáta (Δισκάτα), 17, 382
 Dístomo (Δίστομο), 220, 226, 261, 262
 Divre (Διβρη), 576, 581, 587, 593
 Divrítsa (Διβρίτσα), 560
 Doána (Δοάνα) R., 32, 542, 550, 576, 577, 578, 579, 580, 581, 583, 588, 593, 610
 Doána R. valley, 578, 579, 580, 581
 Dobroutsi (Δομπρούτσι), Mt., 264, 305, 307, 374, 383, 388
 Docks, 161-162, 204, 221, 222, 418, 708
 Dógani (Δόγανι), 294
 Doglatzík (Δογλατζίκ), Mt., 305, 306, 375
 Dógri (Δόγρι), Cháni of, 321
 Dokímio (Δοκίμιο), 671
 Dokós (Δοκός: Route 12), 245
 Dokós island (Route 59), 419
 Dolianá (Δολιανά), 434, 441, 442, 469, 554
 Dolianitika, Kalývia (Καλύβια Δολιανίτικα), 434, 441
 Doloí (Δολοί), 500
 Dombrena (Δομπρένα), 190, 220, 224, 234
 Dombrena bay, 234, 235
 Dombrenas, Skála (Σκάλα Δομπρένας), 234
 Domnítsa (Δομνίτσα), 341, 343, 344
 Domokítikos (Δομοκίτικος) R., 266, 272, 297, 302, 690
 Domokó (Δομοκό), 18, 187, 264, 266, 267, 270, 271, 273, 275, 276, 280, 296, 297, 299, 302
 Domokó, Battle of, 67, 267
 Donkeys, 146
 Don Pacifico, 62
 Dóuka (Δούκα), 540, 576, 582
 Doumená (Δουμενά), 619
 Dounéika (Δουνείκα): *see* Mesolongáki
 Doúnista (Δούνιστα: Route 48), 314, 369
 Doúnista (Route 91), 602
 Douramáni (Δουραμάνι) hill, 291
 Dourdouvána (Δουρδουβάνα: Route 7), Mt., 226, 651, 652
 Dourdouvána, Mt. (Route 91), 594, 603, 606, 607, 618, 622, 624
 Doúsia (Δούσια), 431, 632, 634
 Dousýla (Δουσύλα), 495, 527, 722
 Douviá (Δουβιά), Port, 334
 Douvlatán, Áno (Άνω Δουβλατόν), 301
 Douvlatán, Káto, 301
 Doxára (Δοξάρα), 663, 664
 Doxáto (Δοξατο), 152
 Drachmáni (Δραχμάνι), 220, 228, 229, 230, 232
 Drachmáni, Mt., 291
 Dragógi (Δραγῶγι), 529
 Dragomésto (Δραγομέστο), 326, 328
 Dragomésto bay, 324
 Dragomésto R., 326
 Dragoumánu (Δραγουμάνου), Cháni of, 552
 Dragoumánu R., 552
 Drákia (Δράκια), 234
 Drakospeliá (Δρακοσπηλιά), 233
 Drakospelió (Δρακοσπηλιό), 21, 22, 248
 Dráma (Δράμα), 170, 172
 Drámesi (Δράμεσι), 212, 668
 Dranísta, Áno (Άνω Δρανίστα), 274
 Dranísta, Káto, 274, 298
 Drápanos (Δράπανος), 615
 Drápanos R., 615
 Drémisa (Δρέμισα), 338
 Drépano (Δρέπανο), Port, 332
 Drepanon, Cape, 615
 Dress, 89-90
 Dréstaina (Δρέσταινα), Mt., 597
 Drink: *see* Food and drink
 Driskófi: *see* Driskoli
 Driskoli (Δρίσκολι), 272, 305
 Dritsa (Δρίτσα), 237, 649
 Dritsa-Eleón station, 649
 Drómista (Δρόμιστα), 369
 Droúva (Δρούβα), 541
 Dryalí (Δρυαλί), 479
 Drýalo (Δρύαλο), 504
 Dryoscephalae (Δρυοσκεφαλαί): *see* Gyphtókastro pass

Drys (Δρύς), 504
 Dwellings, 100-101, 463, 476
 Dynamite, 421. (See also Powder)
 Dyrráchi (Δυρράχι), 472, 489
 Dyrrevmata (Δυρρεύματα), 243, 244
 Dyrrevmata viaduct, 697

E

Earthquakes, 331, 475, 482, 506, 509, 518, 521, 523, 532, 534, 564, 613, 623
 Eastern Telegraph Company, 174
 Echinós (Εχινός), 276
 Edinburgh, Duke of, 66
 Education, 84, 121, 129-133, 169, 200, 203, 269, 278. (See also specific towns)
 Efxeinoúpolis (Εύξεινούπολις), 278
 Eglykáda (Εγλυκάδα), 595
 Egypt, 143, 144, 166, 167, 176, 283
 Elaphóneso (Ελαφόνησο) island and village, 455
 Elassóna (Ελασσώνα), 78, 290, 383, 384
 Elassóna pass: see Melouína pass
 Elatea: see Drachmáni
 Elatiás (Ελατιάς), Mt.: see Cithaeron
 Eleftherochóri (Ελευθεροχώρι), 641, 655, 667
 Elekistra (Ελεκίστρα) torrent, 595, 596
 Eleusis (Ελευσίς), 21, 154, 155, 218, 222, 389, 390, 709
 Eleusis bay, 162, 222, 708, 709
 Eleusis, Plain of, 190, 219, 222, 389

Eleutheræ: see Gyphtókastro
 Eliá (Ελιά), 306
 Eliaís (Ελιαίς), 452
 Elíka (Ελίκα), 455
 Elis (ancient), 588, 589
 Elis-Achaia:
 administration and population, 168, 564
 agriculture, 141. (See also specific products, and routes under Communications below)
 communications and physical geography: see Routes 83-86, 88-95. and XIII-XVII, XXI, and Appendix
 Élos (Έλος), Mt., 208
 Élymbo (Έλυμπο), 205
 Emery, 121, 149, 150, 152, 157, 163
 Emigration, 97, 103, 108, 135, 171-172, 554, 559, 561
 Engineering, 154, 202
 Englénova (Εγγλένοβα), 545
 Englishmen in Greece, 57, 60. (See also specific names)
 Enipeus (Ενιπέυς): see Tsanarlés R.
 Enoriá (Ενοριά), 243, 727
 Épakto (Έπακτο): see Naupactus
 Eparchies, 196
 Epidaurus Limera, Ruins of, 450
 Epídavro (Επίδαυρο), 409, 418
 Epídavro, Néa, 410, 411
 Epídavro, Paliá, 410, 413
 Epirus (Ήπειρος), 11, 12-13, 132, 160, 170
 communications, 186, 308, 316, 317, 364, 639

Epirus (continued):
 history, 53, 57, 62, 65-67
 inhabitants, 74, 77, 92, 93, 106
 Episkopé (Επισκοπή), 244
 Erásinos (Εράσινος), Gorge of (Route XI), 702
 Erásinos R. (Route 60 A): see Kephálari R.
 Eratíni (Ερατινί): see Vitrínitsa
 Eré, Mt., 419
 Eremítsas (Ερημίτσας) R., 312, 322, 353
 Eremókastro (Ερημόκαστρο), 224, 225, 235
 Erétria (Ερέτρια), 240
 Ergastéria (Εργαστήρια): see Lávrion
 Ermétsi (Ερμέτσι), 374
 Erymanthos (Ερύμανθος): see Doána R.
 Ethnology, 54, 72-85. (See also specific provinces)
 Euboea (Εύβοια):
 administration, 60, 239
 agriculture, 98, 142, 143, 145, 146. (See also specific products, and routes under Communications below)
 channel, 220, 227, 237, 244
 communications: see Routes 10-16, Light Railways, and Appendix
 physical geography, 11, 21-22, 150, 151. (See also specific physical features, and routes under Communications above)
 population and inhabitants, 72, 76, 89, 98, 101, 169

Euenus (Εὐηνος) R. : *see* Phidaris R.

Euripus (Εὐρώπη) bridge, 236

Euripus strait, 20, 236, 289, 240, 668

Eurotas (Εὐρώτας) R., 192, 438, 447, 451, 452, 453, 461, 464, 465, 466, 467, 468, 470, 471, 472, 473, 474, 481, 500

Eurotas valley, 23, 28, 29, 102, 140, 433, 437, 442, 445, 446, 451, 458, 461, 471, 472, 495, 496, 497, 498

Evédriou (Εὐήδριον) : *see* Gousgounária

Eyenchóri (Εὐηνόχωρι) : *see* Vochóri

Evrostina (Εὐροστίνα), Plateau of, 629, 630, 712

Exarcho (Ἐξαρχο), 231

Exchange : *see* Money

Exochóri (Ἐξωχώρι), 500

Exports, 157, 201, 202, 408, 425, 448, 456, 459, 483, 505, 513, 518, 520, 522, 534, 536, 537, 564, 572, 617, 673

F

Farsherots, 78

Fasts and fasting, 83, 91, 97, 127-8

Ferdinand of Bulgaria, 69, 70

Ferries over Peneios R., 387-388

Figs, 98, 103, 104, 139, 140, 141, 142, 145, 156, 157, 397, 412, 420, 438, 459, 462, 464, 466, 468, 475, 476, 477, 480, 481, 483, 485, 486, 492, 497, 504, 505, 507, 560, 604, 606, 623

Finance, 66, 67, 97, 120,

121, 142, 149, 151, 162-167, 183.

Finlay, 60, 130

Fir, 147, 148. (*See also* under specific routes or provinces)

Fire-arms, 105

Fish and fishing, 157, 252, 265, 309, 310, 312, 449, 459, 516, 531, 537, 568, 569, 570, 645, 671, 715.

(*See also* Food)

'Five Brothers' : *see* Pénte Adérphia, Pass of

'Five Caps' : *see* Pénte Skouphia, Mt.

'Flies' Spring' : *see* Myges Vrysi

Floods, 673, 674, 683.

(*See also* Torrents and specific rivers)

Flórina : *see* Phlórina

Fog, 39

Food and drink, 90-93, 479

Fords, 184, 387-388.

(*See also* under specific routes)

Forests and woods (*see also* under Peloponnese) :

general remarks, 79, 99, 134, 145, 147-148, 165

northern and central Greece, 12, 101

eastern Greece, 101, 207, 208, 209, 210, 212, 221, 223, 229, 236, 257, 277, 278, 280, 285, 286, 289, 290, 292, 293, 301, 372, 373, 380, 389, 390, 391, 392, 394

Euboea, 247, 248, 249, 250, 251, 254

western Greece, 311, 312, 314, 315, 322, 324, 325, 326, 330, 336, 341, 347,

348, 350, 356, 363, 364, 369, 371, 372, 373, 377, 378, 379, 380, 386

Forestry, School of, 556

France, 83, 150, 162, 167, 331, 407, 483, 513; policy in Greece, 58, 59, 61, 63, 64, 65, 68

Franks, 53, 72, 82, 86, 242, 243, 245, 319, 403, 422, 443, 474, 475, 476, 509, 545, 551, 564, 572, 573, 574, 585, 615

French Lávriou Com-
pany : *see* Société
Métallurgique du
Lávriou

French Maps of Greece :
see Maps

Fruit and fruit-trees, 98, 136, 137, 138, 139, 140, 141, 145, 190, 219, 373, 380, 403, 404, 419, 425, 437, 441, 455, 460, 464, 465, 466, 469, 497, 506, 507, 509, 553, 557, 563, 618, 622, 645. (*See also* specific fruits)

Fustanella, 89, 106

G

Gáia (Γαία), 244, 247

Gaidaropniktes (Γαϊδαρο-
πνίκτης) R., 616

Gáidaro Vounó (Γαϊδαρο
Βουνό), Mt., 449

Gaidourochóri (Γαϊδου-
ροχώρι) or Ariochoóri
(Route 72 A), 485

Gaidourochóri (Route
73), 492

Galatá (Γαλατά : Route
34), 318, 671

Galatá (Route 59), 415

Galatáki (Γαλατάκι :
Argolis), 411

Galatáki (Euboea), 150

Galaxidi (Γαλαξίδι), 186,
258, 334, 349, 352, 389
Gállo (Γάλλο), Cape, 33,
506, 515
Garántsa (Γαράντσα),
527
Gardenítsa (Γαρδενίτσα),
504
Gardiki (Γαρδίκι : Route
24 A), 276, 277, 281
Gardiki (Route 45), 344
Gardiki (Route 69), 474
Gardíki (Route 72 B),
488
Gardiki bay (Route
24 A), 277
Gardiki valley (Route
45), 348
Gardítsa (Γαρδίτσα), 529,
533
Gargaliánoi (Γαργαλιά-
νοι), 512, 517, 518,
520, 521
Gastóuni (Γαστούνι),
563, 574, 581, 586,
588, 598, 599, 715
Gastóuni plain, 32, 141
Gastóuni R., 31, 32,
141, 562, 571, 573,
574, 582, 586, 587,
588, 589, 715
Gatséa, Ano (Άνω
Γατσέα), 697
Gavalou (Γαβαλού), 322
Gavriá (Γαυριά), Mt., 430
Gavriani (Γαυριανί), 282
Gavrolimne (Γαυρο-
λίμνη), 318
Gavrolimne R., 318
Gávrovo (Γαύροβο), Mt.,
13, 377, 378
Gázi (Γάζι), Cháni of,
417
Gelánthe (Γελάνθη), 693
Geléne (Γελήνη), 631
Genitséki (Γενιτσέκι),
281, 297
George, King of Greece
(1863-1913), 55, 61,
63-69, 71
George, Prince, 68
Georgitsánika Kalývia
(Γεωργιτσάνικα Καλύ-
βια), 472

Georgítsi (Γεωργίτσι),
471, 472, 489
Gephýri tes Kyrás
(Γεφύρι της Κυράς), 612
Gerakári (Γερακάρι), 294
Gérakas (Γέρακας) sta-
tion, 207, 702
Geráki (Γεράκι : Route
67), 446, 452, 454,
457, 458
Geráki (Route 88), 571
Gerakiné (Γερακινή), 151
Gerakonoúni (Γερακο-
βούνι), 275, 282
Gerali (Γεραλί), 212, 237
Geráneia (Γεράνεια) : see
Makriplági, Mt.
Germanó (Γερμανό), 215,
223
German Achaia Wine
Company, 596, 598
German Maps of
Greece : see Maps
Germany, 150, 162, 165,
176 ; policy in Greece,
68
Geroliménas (Γερολι-
ménas), 504, 505
Gíalova (Γιάλοβα), 513,
518
Gíalova stream, 512,
518
Giáltra (Γιάλτρα), 254
Giánnitsa (Γιάννιτσα),
499
Giannitsánika (Γιαννιτ-
σάνικα), 498
Giannitsou (Γιαννιτσού),
271, 273
Giannitsou, Palió, 273
Giannitsou, Pass of,
273, 361
Giannopoulou (Γιαννο-
πούλου), 367
Giármena (Γιάρμενα),
582
Gídes (Γίδες), 22, 245
Glanitsiá (Γλανιτσιά),
611
Glaréntsa (Γλαρέντσα),
563, 572-573, 574,
704, 715, 717
Glaréntsa, Cape, 563,
564

Glass, 155, 157
Glátza (Γλάτσα), 533
Gliáta (Γλιάτα : Route
72 A), 484
Gliáta (Route 81 B), 527
Glogova (Γλόγοβα), 604
Glogovítsa (Γλογοβίτσα),
379
Glossary of common
words, 193
Glýne (Γλύνη), 388
Glýpha (Γλύφα), 276,
277
Goats, 104, 136, 137,
138, 139, 145, 146,
156, 207, 420, 454,
459, 518, 553, 554,
563, 595, 607, 632
Godfathers, 88, 96
Góla (Γόλα), Monastery
of, 501
Gold, 152, 175, 176
Gómo Vounó (Γόμο
Βουνό), 489
Gómphoi (Γόμφοι), 693
Goránoi (Γοράνοι), 463,
464, 501
Gorgopótamos (Γοργοπό-
ταμος) R., 155, 656,
657
Gortýnius (Γορτύνιος) :
see Demetsána R.
Gortsá (Γκορτσά), 457
Gortzogli (Γκορτζόγλι),
484
Goths, 82
Goumaíoi (Γουμαίοι),
335, 336
Goumenítsa (Γουμε-
νίτσα), 600
Góumero (Γούμερο), 582
Góunari, Cape, 277
Góunitsa (Γούνιτσα),
388
Góura (Γκούρα : Route
24 B), 280
Góura (Route 94), 481,
623
Gouriá (Γουριά), 323, 324,
326
Gouritsa (Γουρίτσα), 321
Gourzoumisa (Γουρζού-
μισσα), 596, 598
Gourzoumisa R., 596

Goussounária (Γκουσ-
γκουνάρια), 272, 306,
690

Gouvais (Γούβαις), 457

Greco-Bulgarian
Treaty, 70

Greco-Turkish War
(1897), 66, 68, 263, 264,
265, 267, 269, 270,
273, 275, 276, 278,
285, 295, 296, 300,
305, 376, 383

Grain, 97, 104, 138, 139,
140, 141, 144, 145,
146, 157, 190. (See
also Wheat, Maize,

Barley, &c., and speci-
fieroutes or provinces)

Grálista (Γράλιστα), 381

Grammatikó (Γραμμα-
τικό), 149, 151, 209,
726

Grammatikou (Γραμμα-
τικού), 322

Gramménō Hálas (Γραμ-
μένο Άλας), Ruins of,
290

Grammós (Γραμμός) Mts.,
11

Granítsa (Γρανίτσα :
Route 43), 337

Granítsa (Route 48),
364, 368, 369

Granítsa (Route 87), 557

Granítsa, Mt. (Route 7),
226, 651

Granítsas, Kalývia
(Route 7), 226

Granitséika (Γρανιτ-
σίκα), 537

Grapes, 146, 459, 476,
486, 491. (See also
Vines)

Graviá (Γραβιά), 219, 654

Graviá, Cháni of, 259,
260, 339

Graviá village, 259, 260

Graviá-Brálo: see Brálo

Great Britain, 143, 162,
167, 176, 513; policy
in Greece, 57, 58, 59,
61, 62, 63, 64, 65, 68,
149, 460. (See also
under British)

Greece :

Central: see Conti-
nental below

Classical, 54, 55, 56,
65, 67, 73, 84-85,
105, 106, 109, 132,
196, 400, 453, 493,
523. (See also
Purist language)

Continental, 11-12,
54, 74, 76, 82,
101, 136, 138, 145,
146, 168, 345, 605

Eastern, 37, 41, 42,
43, 44, 45, 46, 47,
48, 49, 50, 51, 76,
101, 186, 218, 308,
340, 341, 348, 360.
(See also Euboea
and Northern

Sporades)

Insular, 36, 37, 53,
54, 55, 58, 68, 69,
70, 76, 82, 90, 93,
99, 101, 106, 149,
150, 151, 156, 160,
161, 170, 173, 174,
192. (See also

Aegean Islands
and specific is-
lands)

Northern, 35, 36,
37, 38, 41, 42, 43,
44, 45, 46, 47, 48,
49, 50, 51, 54, 74,
92, 101, 147, 186,
219, 227, 259, 269,
300, 335, 341

Southern, 134, 219,
227, 263, 335,
341

Western, 36, 39, 41,
42, 43, 44, 45, 46,
47, 48, 49, 50, 51,
74, 101, 147, 186,
218, 220, 308, 340,
341, 348, 360. (See
also Ionian Is-
lands)

Mediaeval and By-
zantine, 53, 54, 73,
82, 84-85, 86, 129,
450, 457, 497, 504,
523, 572, 573

' Grecian Marbles (Mar-
mor), Ltd.', 151, 701

Greek Staff Maps: see
Maps

Greeks, 72-75, 83-85, 92

Gréka (Γκρέκα), 548,
549, 551

Grevená (Γρεβενά), 382

Grevenó (Γρεβενό), 592

Greviá (Γρεβιά), 378

Grivítsa (Γριβίτσα), 516

Grizáno (Γριζάνο), 307,
383

Grizi (Γρίζι), 517

Grópa (Γρόπα), 616

Gróssō (Γρόσσο), Cape,
504

Groustesi (Γκρούστεσι),
511

Guióza (Γυιόζα), 624

Gymnasia: see Schools

Gymnó (Γυμνό), 244

Gynaikókastro (Γυναϊκό-
καστρο), 266

Gyphtókastro (Γυφτό-
καστρο), Cháni of
(Route 89 B), 585

Gyphtókastro, Pass of
(Route 7), 20, 214, 223

Gýtheion (Γύθειον), 123,
161, 192, 451, 453,

454, 461, 462, 470,

476, 478, 480, 495,

498, 503, 505, 640

H

Hadrian, Aqueduct of,
702

Hágia (Άγια), Mt., 33,
521

Hágia Anna (Άγια
Άννα), 192, 250, 252

Hágia Efthymía (Εὐθυ-
μία), 258, 259, 352

Hágia Kyriaké (Κυριακή:
Route 31), 304, 387

Hágia Kyriaké (Route
80), 518, 521

Hágia Kyriaké R., 521

Hágia Lávrā (Λαύρα),
Monastery of, 602

Hágia Marína (Μαρίνα:
Route 7), 227

Hágia Marina (Route 24 A), 276, 669
 Hágia Marina bay (Aegina), 397
 Hágia Moné (Μονή), Mt., 459
 Hágia Moné R., 381, 695
 Hágia Pelagiá (Πελαγιά), 460
 Hágia Triáda (Τριάδα), Mt., 398, 400
 Hágia Triás (Τριάς), 697
 Hágia Varvára (Βαρβάρα: Route 5 B), 212
 Hágia Varvára (Route 94), 622
 Hágia Varvára, Mt., 521
 Hágioi Saránta ("Άγιοι Σαράντα) bay, 235
 Hágioi Theódoroi (Θεόδωροι: Route 7), 224, 237
 Hágioi Theódoroi (Route 24 A), 277
 Hágioi Theódoroi (Route 52), 392, 394, 709, 710
 Hagionóri ("Άγιονόρι), 399, 400, 404
 Hagiorgítika ("Άγιωργίτικα), 424, 720
 Hágios ("Άγιος), 253
 Hágios Andréas ("Άγιος Άντρέας: Route 44), 344
 Hágios Andréas (Route 62), 436, 439, 443
 Hágios Andréas (Route 76), 508
 Hágios Athanásios ("Αθανάσιος), Cháni of, 262
 Hágios Athanásios church, 359, 363
 Hágios Demétrios (Δημήτριος: Route 3), 205
 Hágios Demétrios (Route 32), 307
 Hágios Demétrios (Route 44), 343
 Hágios Demétrios chapel (Route 12 A), 242
 Hágios Demétrios chapel (Route 75), 501

Hágios Demétrios chapel (Route 90), 592
 Hágios Demétrios, Mt. (Route 76), 506, 508, 509, 513, 515, 517
 Hágios Dionýsios (Διονύσιος), 711
 Hágios Elías (Ἡλίας: Route 83), 533, 724
 Hágios Elías (Route XIV), 716
 Hágios Elías church (Route 7), 221
 Hágios Elías hill (Route 56), 408
 Hágios Elías hill (Route 85), 541
 Hágios Elías, Mt. (near Grammatikó: Route 4), 726
 Hágios Elías, Mt. (in Euboea: Route 14), 250
 Hágios Elías, Mt. (near Sálona: Route 19), 258
 Hágios Elías, Mt. (in Othrys range: Route 24), 275
 Hágios Elías, Mt. (near Hágios Geórgios: Routes 53 and 55), 403, 406
 Hágios Elías, Mt. (Arachnaeum: Route 58), 412
 Hágios Elías, Mt. (Parthenium: Route 60), 421, 423, 424, 720
 Hágios Elías, Mt. (Route 60 A), 426
 Hágios Elías, Mt. (Taýgetus: Routes 68, 74, and 75), 29, 461, 464, 497, 501
 Hágios Elías, Mt. (near Mt. Lykódemo: Route 77), 512
 Hágios Elías, Mt. (Tetrági: Routes 81 B and 82), 33, 526, 529
 Hágios Elías, Mt. (Mae-nalus: Route 87), 25, 556

Hágios Geórgios (Γεώργιος: Route 7), 225, 235
 Hágios Geórgios (Route 25), 284
 Hágios Geórgios (Route 55), 398, 402, 406, 427, 429
 Hágios Geórgios (Route 67), 455
 Hágios Geórgios (Route 88), 575
 Hágios Geórgios church (Route 6), 216
 Hágios Geórgios church (Route 7), 220
 Hágios Geórgios convent (Route 13), 249
 Hágios Geórgios, Monastery of (Route 94), 622
 Hágios Geórgios, Mt., 559
 Hágios Geórgios R., 30, 406, 429, 430, 635
 Hágios Ioánnes (Ἰωάννης: Route 24 C), 282
 Hágios Ioánnes (Route 48), 361, 362
 Hágios Ioánnes (Route 62), 433, 434, 436, 437, 441
 Hágios Ioánnes (Route 68), 467
 Hágios Ioánnes (Route 84), 537, 717
 Hágios Ioánnes (Route 85), 543
 Hágios Ioánnes (Route I), 646, 707, 708
 Hágios Ioánnes, Cháni of: see Aianáki
 Hágios Ioánnes church (Route 3), 205
 Hágios Ioánnes church (Route 47 B), 358
 Hágios Ioánnes convent (Route 45), 347
 Hágios Ioánnes, Mt. (Taýgetus), 471, 497
 Hágios Ioánnes R., 237, 238
 Hágios Konstantínos (Κωνσταντίνος), 232

- Hágios Konstantínos, Mt., 559
- Hágios Kyprianós (Κυπριανός), 480
- Hágios Lavrentios (Λαυρέντιος), 284
- Hágios Merkourios (Μερκούριος) chapel, 210
- Hágios Nikólaos (Νικόλαος: Route 11), 240
- Hágios Nikólaos (Route 63): see Kastri
- Hágios Nikólaos (Route 68), 463, 502
- Hágios Nikólaos (Route 91), 606
- Hágios Nikólaos (Route XII), 709
- Hágios Nikólaos bay (Kýthera island), 460
- Hágios Nikólaos bay (Route 41), 332
- Hágios Nikólaos, Cape, 22
- Hágios Nikólaos chapel (Route 60 A), 423
- Hágios Nikólaos chapel (Route 60 B), 426
- Hágios Nikólaos church (Route 35), 321
- Hágios Nikólaos gulf (Route 3), 206
- Hágios Nikólaos, Mt. (Route 11), 241
- Hágios Nikólaos, Mt. (Route 77), 513, 516
- Hágios Nikólaos ho Phoniás (ὁ Φονιάς) shrine (Route 27 B), 286, 294
- Hágios Panteleémon (Παντελεήμων) port, 323, 700
- Hágios Pétrós (Πέτρος), 437, 441
- Hágios Pétrós, Mt., 560, 579, 580
- Hágios Pétrós R., 437, 440, 441
- Hágios Phlóros (Φλώρος), 484, 485, 489, 722
- Hágios Stéphanos (Στέφανος) chapel, 239
- Hágios Vasílios (Βασίλιος: Route 39), 329
- Hágios Vasílios (Route 53), 400, 402, 718
- Hágios Vasílios (Route 60 A), 424
- Hágios Vasílios (Route 64), 444
- Hágios Vasílios (Route 88): see Vrachneíka
- Hágios Vasílios (Route 93), 615, 711
- Hágios Vasílios, Cháni of (Route 89 B), 584, 585
- Hágios Vlásēs (Βλάσης: Route 47 B), 186, 357, 358, 365
- Hágios Vlásiōs (Βλάσιος: Route 21), 226, 262, 652
- Hálai (Ἄλαι) basin, 201, 202
- Haliartus (Ἀλιάρτος), Ruins of, 225
- Halmyró (Ἀλμυρό: Route 24), 78, 188, 263, 265, 267, 268, 275, 276, 278, 281, 282, 287, 295, 296, 299, 300, 301
- Halmyró (Route 75), 498, 499
- Halmyró bay (Route 75), 499
- Halmyró gulf (Route 24), 282
- Halmyró plain (Route 24), 18, 137, 143, 281, 688
- Halonáki (Ἀλωνάκι), Mt., 342, 343
- Halyké (Ἀλυκή), 671
- Harbours: see Ports
- Harma (Ἄρμα), Acropolis of, 649
- Hashish, 139, 144, 425
- Hastings, Captain Frank Abney, 60
- Health, 35, 38, 121, 202, 240, 254, 273, 274, 309, 310, 332, 339, 358, 361, 392, 394, 408, 414, 422, 435, 452, 460, 462, 466, 471, 483, 491, 499, 524, 534, 569, 573, 601, 606, 709, 717, 724. (See also Malaria)
- Helicon (Ἑλικών), Mt., 19, 189, 225, 227, 235, 262, 401
- Helisson: see Daviá R.
- Helláda (Ἑλλάδα) R.: see Spercheios R.
- Hellenic Railway, 639, 641-645. (See also specific routes)
- Hellenic Railway Company, 641
- Helleniká (Ἑλληνικά: Routes 14 and 15), 250, 252
- Helleniká ruins (Route 62), 436
- Hellenítsa (Ἑλληνίτσα), Mt., 487, 489, 490, 723
- Hélos (Ἑλος), 453
- Hélos plain, 29, 140, 451, 452
- Hemp, 146, 154, 423, 425, 432, 459, 470
- Herákleion (Attica): see Arákli
- Herákleion (Ἡράκλειον: Crete), 129, 161, 162, 167, 172; climate, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51. (See also Volume II)
- Herákleion (Route 55): see Koutsomádi
- Hérkyna (Ἡρκυνα) R., 226, 263
- Hermiónē (Ἑρμιόνη): see Kastri
- Herzegovina, 69, 70
- Hexamilia (Ἑξαμίλια), 399, 410, 411, 718
- Hides, 157, 202, 483, 564
- Hiéraka (Ἱέρακα), 447, 449
- Hiéraka bay, 449
- Hiéraka, Cape, 28, 433
- Hieron of Epidaurus, 409, 417
- Hisarlik (Ἱσαρλίκ), 269

History, 52-71
 Holy Synod, 110, 116,
 125, 126, 199
 Homónoia ('Ομόνοια)
 station : *see* Athens
 Honey, 98, 408, 459,
 463. (*See also* Bees)
 Hornbeam, 147
 Horses, 97, 136, 141,
 146, 563, 574, 632
 Hospitals, 121, 200, 203,
 205, 230, 239, 254,
 269, 279, 303, 304,
 309, 316, 329, 396,
 403, 407, 424, 482,
 536, 564, 616. (*See*
also Health)
 Humidity, 38, 50-51
 Hyampolis ('Υάμπολις),
 Ruins of, 231
 Hýdra ('Υδρα) island,
 58, 76, 413, 415,
418-419
 Hýdra, Metóchi of, 415
 Hýdra, Town of, **419**
 Hymettus ('Υμηττός),
 Mt., 20, 21, 150, 190,
 199, 204, 205, 207,
 218, 401, 702
 Hýpata ('Υπάτα) : *see*
 Hypáte
 Hypáte ('Υπάτη), 188,
 334, 335, 339, 361,
 362
 Hýpaton ('Υπατον) : *see*
 Sagmatás Mts.
 Hysiae ('Υσιαί), Plain
 of, 720

I

Ibrahim Pasha, 58, 59
 Ibrahim Pasha, Re-
 doubt of, 515, 516
 Ibrahimbey ('Ιμπραϊμ-
 πεν), 635
 Icaria ('Ικαρία) island,
 152, 170. (*See also*
 Volume II)
 Ilex, 523, 524, 527, 529,
 532, 583, 586, 590
 Iliissus ('Ιλισσός), 197,
 198, 199, 205
 Illyrians, 72, 75

Imám Tsaoúsi ('Ιμάμ
 Τσαούσι), 589
 Imírbey ('Ιμίρμπεν), 234
 Imports, 154, 157, 163,
 164, 202, 408, 483,
 505, 564, 673
 Inachus ('Ιναχος) : *see*
 Panitsa R.
 Industries, 86, 135, 148,
 153-155, 157, 170,
 283, 293, 310, 341,
 403, 437, 440, 467,
 483, 508, 519, 520,
 564, 569, 578, 682,
 702. (*See also* Manu-
 factures)
 Inelí ('Ινελί), 299
 International Financial
 Commission, 67, 162-
 164, 166
 Ionian Bank, 165, 166
 Ionian Islands, 124,
 168, 169, 192, 459.
 (*See also* Volume II)
 agriculture, 142,
 143, 145, 146
 climate, 36, 38, 39,
 41, 42, 43, 44, 45,
 46, 47, 48, 49, 50,
 51
 history, 53, 60, 64-
 65
 inhabitants, 64, 82
 Íri ('Ιρι) : *see* Eurotas
 valley
 Íri R. : *see* Eurotas R.
 Íria ('Ιρια), 409, 417
 Iron, 149, 152, 157, 201,
 209, 255, 415, 424,
 445, 645, 726
 Iron pyrites, 149, 152
 Iron manganese, 149,
 152
 Ísari ('Ισαρι : Route 31),
 303
 Ísari (Route 81 B), 527,
 722
 Ísari (Route 89 B),
 584
 Isthmia ('Ισθμία), 394,
 395, 396, 410, 710
 Isthmós ('Ισθμός), 710
 Italians, 62, 72, 82, 83,
 107, 124

Italy, 62, 158, 162, 173,
 331, 407 ; policy in
 Greece, 68
 Ítamos ('Ιταμος), Mt.,
 371
 Itéa ('Ιτέα), 188, 189,
 190, 219, 220, 226,
 229, 258, **259**, 260,
 261, 335, 339, 389,
 640, 654
 Ithaca ('Ιθάκη), 123, 160,
 192. (*See also* Volume
 II)
 Ithóme ('Ιθώμη), 491,
 493, 494, 506, 525,
 722
 Itiá ('Ιτιά), 566, 639, 714
 Íts Kalé ('Ιτς Καλή), 407

J

Jews, 107, 129, 170
 Justice, 117, 118, 122-
 123, 124

K

Kádi (Κάδι), 243
 Kafké (Καυκή), Mt., 363
 Kaiápha (Καιάφα), 724
 Kaiápha, Baths of, 534,
 724
 Kaiápha, Lake, 531, 532,
 534, 536, 724, 729
 Kaiápha, Mt., 33, 531,
 534
 Kainoúria Chóra (Και-
 νούρια Χώρα), 505
 Kainoúrio (Καινούριο :
 Route 8), 220, 230,
 232
 Kainoúrio (Route 35),
 322
 Kainoúrio Chorió (Κ.
 Χωριό), 516
 Kaisari (Καίσαρι), 634
 Kaítsa (Καίτσα), 273
 Kakardítsa (Κακαρ-
 δίτσα) Mts., 14
 Kákavos (Κάκαβος) R.,
 342, 350
 Kaké Skála (Κακή
 Σκάλα) defile (Route
 11), 240

Kaké Skála defile (Route 34), 319
 Kaké Skála defile (Route 52), 22, 389, 393, 709
 Kakolentzí (Κακολεντζί), 583
 Kakolýri (Κακολύρι), 243
 Kakosálesi (Κακοσάλεσι), 211, 648
 Kakósi (Κακóσι), 234
 Kakotári (Κακοτάρι), 592
 Kakouráioi (Κακουραῖοι), 544
 Kakouri (Κακούρι), 432
 Kakóvato (Κακόβατο), 534, 724
 Kalá Nerá (Καλὰ Νερά), 284, 697
 Kalabáka (Καλαμπάκα), 186, 375, 382, 640, 672, 674, 675, 679, 680, 681, 682, 683, 686, 687, 695, 696, 697
 Kalámai (Καλάμαι): *see* Kalamáta
 Kalámai, Néai, 482
 Kalamáki (Καλαμάκι: Thessaly), 67
 Kalamáki (Route 52), 394, 710
 Kalamáki bay (Route 52), 394
 Kalamará (Καλαμαρά), 492
 Kalamáta (Καλαμάτα), 57, 102, 131, 154, 161, 172, 192, 480, 481, 482-483, 484, 488, 491, 493, 494, 495, 496, 498, 506, 508, 510, 518, 519, 523, 524, 528, 538, 704, 721
 Kalamáta Tripolitsá Railway, 637, 638, 704, 705, 721-723, 725
 Kalámi (Καλάμι), 484
 Kálamos (Κάλαμος: Route 5 B), 212, 214, 648

Kálamos island and village (Route 38), 327
 Kalánistra (Καλάνιστρα), 598
 Kalankí (Καλαγκί) R., 691
 Kálanos (Κάλανος), 592, 598
 Kalapódi (Καλαπόδι), 230, 231
 Kalarýtes (Καλαρρύτες) R., 14, 376, 377
 Kalávryta (Καλάβρυτα), 57, 192, 431, 432, 557, 566, 576, 579, 588, 591, 592, 593, 594, 595, 600, 601, 602, 603, 604, 606, 609, 617, 619, 620, 712, 718
 Kalávryta R., 30, 31, 578, 600, 601, 609, 610, 617, 619, 620, 625, 626, 628, 712, 718
 Kalemeriánoi (Καλημεράνοι), 243
 Kalentini, Áno ("Άνω Καλεντινί), 378
 Kalentini R., 377
 Kaléntsi (Καλέντσι: Routes 4 and 5 B), 209, 213, 214
 Kaléntsi (Route 90), 591
 Kalétsi (Καλέτσι), 240
 Kaliakóuda (Καλιακούδα), Mt., 15, 344, 354, 355
 Kaliáni (Καλιάνι: Route 61), 431
 Kalítsa (Καλίτσα), 571
 Kalliánoi (Καλλιάνοι: Route 85), 544, 558, 559
 Kalliphóne (Καλλιφώνη), 275
 Kallíphonoi (Καλλιφώνοι), Mt., 24, 31, 576, 577, 578, 594, 599, 600
 Kallithéa (Καλλιθέα), 197, 199

Kalogéro Vouíni (Καλογέρο Βούνι) pass, 723
 Kalogrésa (Καλογρέσα), 702
 Kalogriá (Καλογριά), Lake, 568
 Kaloneró (Καλονερό), 704, 725
 Kalórevma (Καλόρευμα) viaduct, 697
 Kalpáki (Καλπάκι), 432, 625
 Kaltesia (Καλτεσιά), 473
 Kalýdona (Καλύδωνα), 533
 Kalýves (Καλύβες), 324
 Kalývia (Καλύβια: suburb of Kalamáta), 482, 484
 Kalývia (Route 85), 544, 581
 Kalývia (Route 90), 588
 Kalývia (Route IV), 671, 694, 708
 Kalývia Ástrous, &c.: *see* under specific name
 Kalývia, Megála (Route 31), 304, 306, 381
 Kamárais (Καμάραις), 612, 613, 614, 615, 711
 Kamári (Καμάρι: Route 68), 470
 Kamári (Route 72 A): *see* Thouría
 Kamári (Route 95), 95, 613
 Kamária (Καμάρια: Route 14), 250, 251
 Kamárizia (Καμάριζα), 150, 206, 216, 726
 Kámaros (Κάμαρος): *see* Domokítikos R.
 Kamateró (Καματερό), 708
 Kambía (Καμπιά), 246
 Kamenítsa (Καμενίτσα) R., 30, 31, 141, 562, 566, 567, 584, 590, 591, 592, 597, 599, 715
 Kamínia (Καμίνια), 714
 Kampás (Καμπάς), 702
 Kámpos (Κάμπος: Mes-senia), 33

Kámpos (Route 75), 500
 Kanália (Κανάλια : Route 26), 286
 Kanália (Route 31), 303, 304
 Kanavári (Καναβάρι) R., 20, 224, 235, 238, 650
 Kándalo (Κάνταλο), 610
 Kandí (Καντί), Cháni of, 391
 Kándia (Κάνδια), Plain of, 417
 Kandíli (Καντίλι) defile (Route 52), 391
 Kandíli Mts. (Euboea), 21
 Kandýla (Καντύλα : Route 38), 328
 Kandýla (Route 61), 432
 Kantréva (Καντρέβα), 490
 Kapá (Καπά), 381
 Kapandríti (Καπανδρίτι), 209, 211, 214, 648
 Kaparéli (Καπαρέλι : Route 7), 215, 223
 Kaparéli (Route 60 B), 427
 Kaparéli (Route 68), 469
 Kápari (Κάπαρι), Bay of, 415
 Kapelétou (Καπελέτου), 570
 Kapéllis (Καπέλλης) plateau, 32, 76, 541, 576, 581, 587, 588, 589
 Kaphióna (Καφιώνα), 504
 Kapláni (Καπλάνι), 517
 Kapodístrias, Count John, 57, 59
 Kápourna (Κάπουρνα), 286
 Kapoutsí (Καπουτσί), 303, 374
 Kápraina (Κάπραϊνα), 220, 226, 261, 262, 652
 Kápsala (Κάψαλα), 241
 Kapsalí (Καψαλί), Port, 460
 Kápsalo (Κάψαλο), 150
 Kápsi (Κάψι), 362

Kápsia (Κάψια), 25, 432, 433, 556
 Kapsoráchi (Καφοράχι), 320, 322
 Kará Azmáï (Καρά Αζμάϊ) R., 667
 Kará Boutáki (Καρά Μπουτάκι), Mt., 297
 Kará Dagh (Καρά Δάγ) : see Mávro Voúni, Mt. (Route 22 A)
 Kará Tsaír (Καρά Τσαίρ) marsh, 292
 Karababá (Καραμπάμπά) hill, 236, 239, 668
 Karabaírám (Καραμπαϊράμ), 301
 Karabási (Καραμπάσι), 284
 Karachóus (Καραχούς) bridge, 383
 Karademertzí (Καραδεμερτζί), 269
 Karaderé (Καραντερέ) torrent, 686
 Karagiouzi (Καραγιούζι), 574, 715
 Karakaséli (Καρακασέλι), 511
 Karaklinou (Καρακλινού) valley, 602, 605
 Karalár (Καραλάρ), 294, 297
 Karalík Dervéni (Καραλίκ Δερβένι) : see Papapouli
 Karamóti (Καραμώτι), Mt., 205
 Karátoula (Καράτουλα), 582, 587
 Karatsá (Καρατσά), 413
 Karatsá stream, 413
 Karatzióli (Καρατζιόλι), 267, 268, 297, 299
 Karáva (Καράβα), Mt., 15, 379, 386
 Karavás (Καραβάς), 460
 Karavostási (Καραβοστάσι), 568, 569
 Kardamá (Καρδαμά), 571, 715
 Kardamýle (Καρδαμύλη), 464, 498, 500

Kardamýle stream, 29, 500
 Kardarítsi (Καρδαρίτσι), 580
 Kardiakáfti (Καρδιακάυτι), 716
 Kardítsa (Καρδίτσα : Boeotia), 225, 256, 257
 Kardítsa (Thessaly), 122, 123, 129, 143, 172, 186, 263, 264, 267, 272, 273, 275, 300, 303, 306, 340, 370, 372, 373, 374, 379, 381, 383, 387, 670, 672, 679, 680, 681, 691, 692
 Karéa (Καρέα), 503
 Karkalou (Καρκαλού : Route 87), 558, 560, 612
 Karkalou viaduct (Route VII), 697
 Kárla (Κάρλα), Lake, 18, 269, 286, 292, 293, 294, 686
 Kármí (Κάρμι), 551
 Karnési (Καρνέσι), 602, 603
 Karoplési (Καροπλέσι), 371
 Karoumbalis (Καρούμπαλις) R., 275, 303, 372, 374, 691
 Karoumbalo (Καρούμπαλο), Mt., 427, 431, 432
 Karpenési (Καρπενήσι), 123, 184, 186, 188, 270, 273, 275, 315, 316, 322, 337, 340, 341, 344, 345, 348, 349, 350, 352, 354, 356, 357, 360, 363, 369, 370, 371, 372
 Karpenési, Plain of, 363
 Karpenesiótikos (Καρπενησιώτικος) R., 15, 16, 344, 355, 362
 Kartaróli (Καρτερόλι), 492
 Kargassará (Καρβασαρά), 186, 308, 309, 314, 315, 317, 327, 328, 352, 360, 366, 367, 369, 376

- Karvassará bay**, 315
Karvēli (Καρβέλι), 496
Karvounári (Καρβουνάρι), 546, 654
Karyá (Καρυά: Route 60 B), 427, 630
Karyá (Route 94), 622
Karyá pass (Route 22 B): *see* Dervén
Karyá
Karyás (Καρυάς) R., 507, 511
Karýdi (Καρύδι): *see* Patéra, Mt.
Karyés (Καρυές), 304
Karyoúpolis (Καρνούπολις), 29, 476, 477, 478
Kárystos (Κάρυστος), 192, 241, 242, 244
Karýtaina (Καρύταινα), 192, 475, 530, 538, 539, 545-546, 547, 551, 552, 562, 612, 721-3, 729
Karýtaina R.: *see* Alpheios R.
Karytsa (Καρύτσα: Route 27 B), 293
Karýtsa (Route 47 A), 355
Karýtsa (Route I, v), 667
Kaskavéli (Κασκαβέλι), 235
Kassidiáris (Κασσιδιάρις), Mt., 266, 267, 268, 300, 689
Kastanéa (Καστανέα: Route 75), 501
Kastaniá (Καστανιά: Route 49 A), 372
Kastaniá (Route 61), 431, 623
Kastánia (Καστάνια: Route 68), 463, 468, 502
Kastaniá (Route 69), 471
Kastaniá, Mt. (Route 91), 608
Kastaniá R. (Route 69), 472
Kastania R. (Route 91), 595, 603, 605, 606, 607, 610
Kastaniótissa (Καστανιώτισσα), 251, 253
Kastanítsa (Καστανίτσα), 439
Kastéli (Καστέλι), 339
Kastélla (Καστέλλα), 248
Kastéllia (Καστέλλια), 508, 514, 515
Kastós (Καστός) island, 327
Kastrí (Καστρί: Route 18): *see* Lárymna
Kastrí (Route 21), 261
Kastrí (Route 26), 286
Kastrí (or Hermíone, Route 59), 149, 413, 415, 416
Kastrí (or Hágios Nikólaos, Route 68), 437, 441
Kastrí (Route 69), 471
Kastrí hill (Route 10), 236
Kastriá (Καστριά: Route 91), 605
Kastriotissa (Καστριώτισσα), 339
Kastrisiánika (Καστρισιάνικα), 460
Kastrítsi (Καστρίτσι), 614
Kástro (Κάστρο: Route 88), 573
Kástro hill, 321
Kástro Krisiótou (Κάστρο του Κρισιώτου): *see* Anephorites pass
Kástro Moreás (Κ. της Μωρεάς: *see also* Cape Rhíon), 319
Kástro Roumeliás (Κ. της Ρουμελιás), 319, 613, 615
Kástro tes Oriás (Κ. της Όριás: Route 27 A): *see* Lykóstomo
Kástro tes Oriás (Route 62), 437
Kástro tes Oriás (Route 75), 504
Katákolos (Κατάκολο), 161, 532, 536, 537-538, 576, 704, 716, 717
Katákolos, Cape, 564
Katákolos peninsula, 32
Katavóthra (Καταβόθρα: Route 50), 378
Katavóthra (Route 66), 452
Katavóthra Mts., 16, 19
Katavóthres, 19, 25, 257, 424, 425, 429, 430, 435, 449, 452, 469, 547, 602, 618, 623, 624, 720, 723
Katéphori (Κατήφορι), Mt., 647
Kateríne (Κατερίνη), 289, 667
Kathenoi (Καθενοί), 247
Katmáta (Κατμάτα), 233
Káto (Κάτω, 'Lower'): *see under specific name*
Katoché (Κατοχή), 323, 325
Katoúna (Κατούνα), 315, 325, 326, 327, 328, 329
Katoúna, Palió, 324
Kátsa (Κάτσα) hill, 325
Katsáda (Κατσάδα), Mt., 366
Katsaróni (Κατσαρόνι), 241
Katsarou (Κατσαρού), 486
Katsíbalí (Κασιόμπαλι), 546
Kátti (Κάτι), Mt., 275
Kaváki Magoula (Καβάκι Μαγούλα), 287
Kaválla (Καβάλλα), 143, 152, 161, 164, 167, 172
Kavásila, Káto (Κάτω Καβάσιλα), 573, 704, 715, 716
Kavásila-Kylléne Railway, 573, 637, 704, 705, 715, 716-717
Kavouília (Καβούιλια), Cape, 283
Kánnalos (Κάββαλος), 479, 503
Káza (Κάζα), Cháni of, 223
Kazaklár (Καζακλάρ), 388

- Kaznési (Καζνέσι), 274, 298
- Kechriés (Κεχρίες : Route 13), 250
- Kechriés (Route 58) : *see* Cenchreae
- Kechriés bay (Route 58), 411
- Kelemeli (Κελεμελί), 281
- Kelephá (Κελεφά), 503
- Kelephína (Κελεφίνα) R., 438, 440, 458, 467, 468
- Keleví (Κελεβί), 571
- Kéos (Κέος) island, 162. (*See also* Volume II)
- Kephalá (Κεφαλά), 458
- Kephalári, 519, 521, 606
- Kephalári (Κεφαλári : Routes 17 and 18), 255, 256
- Kephalári (Route 60 A), 421, 423, 719
- Kephalári R. (Route 60 A), 26, 404, 421
- Kephalárispring (Route 69), 472
- Kephalári spring (Route IX), 701
- Kephalé (Κεφαλή), Cape, 461
- Kepháli (Κεφάλι) peninsula, 499
- Kephálosi (Κεφάλωσι), 278
- Kephalónvrysi (Κεφαλόβρυσι) spring, 719
- Kephalónvryso (Κεφαλόβρυσο : Route 35), 312, 321
- Kephalónvryso (Route 47 A), 349, 356
- Kephissiá (Κηφισσιά), 200, 207, 210, 212, 213, 218, 647, 701
- Kephissiá-Diónyso Railway, 701
- Képoi (Κήποι), 244
- Keramídi (Κεραμίδι : Route 27 B), 294
- Keramídi (Route 32), 307
- Keramídi Révma (Route I, iv), 660
- Kerasiá (Κερασιά : Route 15), 252
- Kerasiá (Route 51), 386, 387
- Kerasítsa (Κερασίτσα), 470
- Kerásovo (Κεράσοβο), 363, 364, 369, 372, 373
- Kerastári (Κεραστάρι), 490
- Kérata (Κέρατα), Mt. : *see* Trikeri, Mt.
- Keratéa (Κερατέα), 215, 217, 702
- Keratéa, Mt., 205
- Kérbesi (Κέρμπεσι), 568, 569
- Kerjalár (Κεργιαλάρ), 667
- Kerlí (Γκερλί), 287, 673, 686
- Kerpené (or Kerpíné : Route 94), 620, 718
- Kerpíné (Κερπινή : Route 91), 604
- Kérteza (Κέρτεζα : Route 90), 592
- Kertézi (Κερτέζι : Route 92), 600, 610
- Kertézi stream, 609
- Keserlí, Megálo (Μεγάλο Κεσερλί), 291, 292
- Keserlí, Mikró, 291, 292
- Ketiki (Κετίκι), 299
- Kiáto (Κιάτο), 626, 627, 633, 713
- Kililér (Κιλιλέρ), 296, 686
- Kinéta (Κινέτα), 709
- King, 118-119, 125, 126
- Kióna (Γκιώνα), Mt., 19, 188, 189, 228, 229, 335, 337, 338, 351, 401
- Kiopeklí (Κιοπεκλί), 268
- Kiouúrka (Κιούρκα), 213, 647
- Kirazóis (Κιραζόις) R., 304
- Kíseli (Κίσελι), 334
- Kislár (Κισλάρ), 268, 297
- Kíssavo (Κίσσαβο), Mt. : *see* Ossa, Mt.
- Kissós (Κισσός), 284
- Kitiki (Κιτίκι), 268
- Klapatsouína (Κλαπατσούινα), 619
- Klápsio (Κλάψιο), 356
- Kleidí (Κλειδί), Pass of, 531, 534, 729
- Kleisoura (Κλεισούρα : Route 78), 514
- Kleisoura pass (Route 13), 249
- Kleisoura pass (Route 33), 308, 311, 671
- Kleisoura pass (Route 68), 461, 468
- Kleistós (Κλειστός), 371
- Kleitór, Ruins of, 603, 606, 610
- Kleitouras (Κλείτουρας), 603, 610
- Kléma (Κλήμα), 337, 338
- Klemáki (Κλημάκι) spring, 249
- Klematári (Κληματάρι), 242, 243
- Kleménti (Κλημέντι), 431, 626, 632, 634
- Klénia (Κλένια), 404
- Klénia stream, 400, 404
- Klepá (Κλεπά), 343
- Klesoura (Κλεσούρα : Route 81 B), 527, 528
- Klinítsa (Κλινίτσα), Mt., 561, 723
- Klíosi (Κλίοσι), Mt., 241
- Klókona (Κλόκοβα), Mt., 317, 319
- Knemís (Κνημís), Cape, 232
- Knísovo (Κνίσοβο), 376, 379
- Knísovo R., 15, 379, 385
- Koiláda (Κοιλάδα), 416
- Koiláda, Bay of, 416
- Koinótetes, 121, 122
- Kokkinadáki (Κοκκινάδακι), Mt., 383, 384, 388
- Kókkine Loútza (Κόκκινη Λούτζα), Cháni of, 468
- Kókkino (Κόκκινο), 257
- Kókkino, Mt., 330, 333
- Kokkinomeliá (Κοκκινόμηλιά), 250, 252, 728

- Kókkinos (Κόκκινος) R., 336, 346, 347, 350, 351
 Kokkóni (Κοκκῶνι), 635, 714
 Kokkorá (Κοκκορά), 544
 Kókla (Κόκλα: Route 7), 220, 223
 Kókla (Route 81 A), 33, 525
 Kokónas (Κοκόνας), Cháni of, 290
 Kokotí (Κοκατί), 282
 Kókova (Κόκοβα), 603
 Kolakerá (Κολακερά), Mt., 449
 Koláki (Κολάκι), 413
 Kolatzíki (Κολατζίκι), 394
 Kollina (Κολλίνα), 473
 Kolokotrónes, Theodore, 57, 546
 Kolokýthia (Κολοκύθια), 479
 Kolombótsi (Κολομπότσι), 635
 Kolónnais (Κολόνναις), Cape: see Sunium
 Kolýri (Κολύρι), 540
 Kombotí (Κομποτί), 328
 Kóme (Κάμη), 608
 Komméno (Κομμένο), 316
 Koniákos (Κονιάκος), 338
 Konidári (Κονιδάρι), 329
 Konidítsa (Κονιδίτσα), 468
 Kóniska (Κόνισκα), 343
 Kóniska, Hill of, 356
 Konistraís (Κονίστραϊς), 243
 Konstantína (Κωνσταντίνα), 525
 Kónto Despóte (Κόντο Δεσπότη), 248
 Kontonázaina (Κοντονάζαϊνα), 559, 560, 576, 579, 580
 Kontovounia (Κοντοβούνια), Mt., 725
 Kontovráchi (Κοντοβράχι), 377
 Kopais (Κωπαΐς) plain, 19, 189, 219, 220, 225, 226, 227, 231, 235, 238, 254, 256, 257, 258, 261, 339, 650; agriculture, 138, 144, 219, 225, 227, 231
 Koranáki (Κοπανάκι), 725
 Kópanos (Κόπανος) bridge, 467, 471
 Kophoi (Κωφοί), 282
 Kópraina (Κόπραϊνα), 316
 Koraés, Adamántios, 56, 73, 109
 Korakópetra (Κορακόπετρα), Mt., 291
 Korákou (Κοράκου) bridge, 186, 305, 378, 385
 Korakouvouni (Κορακοβούνι), 443
 Kórinthos, Néa. see Corinth
 Kórinthos, Paliá: see Corinth, Old
 Koritsá (Κοριτσά), 186
 Korogoniánika (Κορογωνιάνικα), 480
 Koróne (Κορώνη), 506, 508, 509, 510, 515, 516, 517
 Koropí (Κορωπί), 205, 217, 702
 Korphoxyliá (Κορφοξυλιά), Mt., 558
 Koryphé (Κορυφή), Mt., 713
 Koryschádes (Κορυσχάδες), 356
 Kosmás (Κοσμάς), 446, 457, 554
 Kostártsa (Κοστάρτσα), 347
 Kotíki (Κοτίκι) lagoon, 563, 570
 Kótori (Κότορι), 14
 Kótronas (Κότρωνας), 479
 Kótsaris (Κότσαρις) R., 342
 Kotserí (Κοτσερί), 305, 306, 374, 383, 388
 Kotsikiá (Κοτσικιά), 252
 Kotýlaion (Κοτύλαιον) ridge, 240
 Koubénova (Κουμπένοβα), Mt., 476
 Koublesi (Κούμπλεσι), 386
 Koukoura (Κούκουρα), 535, 540, 548, 716
 Koukouváones (Κουκουβάωνες), 210, 213
 Koukouvístá (Κουκουβίστα), 339
 Koulougli (Κουλούγλι), 586
 Koulouklóbasi (Κουλουκλόμπασι), 299
 Koulóumi (Κουλούμι), 504
 Koulóuri (Κούλουρι), 204
 Koumádes (Κουμάδες), 303, 374
 Koumani (Κούμανι), 581, 582, 587, 590
 Koumaros (Κούμαρος), Mt., 298
 Koumbé(Κουμπή), Cháni of, 512
 Koumberi (Κούμπερι), 591
 Koumbourianá (Κουμπουριανά), 385
 Koumérkes (Κουμέρκης) R., 381, 694
 Koumi (Κούμι), 151, 192, 239, 240, 242, 243, 244, 245, 246, 247, 249, 726, 727
 Koumi, Cape, 21
 Koundophárina (Κουντοφάρινα), Ravine of, 723
 Koundoura (Κούντουρα), Cháni of, 223, 391
 Kouniná (Κουνινά), 618
 Kouños (Κούνος), 504
 Kounoupéli (Κουνουπέλι), 563, 569, 715
 Kounoupítsa (Κουνουπίτσα), 414
 Koupáki (Κουπάκι), 351
 Kouphála (Κουφάλα) viaduct, 697

- Koúrbali (Κούρβαλι), 382, 388
 Kourbátsi (Κουρμπάτσι), 252
 Koúrkoula (Κούρκουλα), Mt., 452
 Kourléssa (Κουρλέσσα) R., 571
 Kourméki (Κουρμέκι), Cháni of, 320
 Koúrnovo-Nezeró (Κούρνοβο-Νεζέρο) station, 660, 661
 Kourouúni (Κουρουύνη), 243
 Kourpháli (Κουρφάλι), 278
 Koúrtağa (Κούρταγα : Route 72 A), 487, 722
 Koúrtağa (Route 73), 495, 722
 Koúrtali (Κούρταλι), 492
 Kourtésa (Κουρτέσα), Cháni of (Route 53), 398, 402
 Kourtési (Κουρτέσι : Route 49 B), 374
 Kourtézi (Κουρτέζι), Cháni of (Route 88), 570, 715
 Kousbasaniótiko Révma (Κουσμπασανιώτικο Ρεύμα), 269, 286, 287, 296
 Koútela (Κούτελα), 600, 601, 610
 Koutéphari (Κουτήφαρι), 502
 Koútos (Κούτος), 630
 Koutoumoulá (Κουτουμουλά), 235, 240
 Koútoupas (Κούτουπας), Mt., 357, 358
 Koútourlo (Κούτουρλο), 246
 Koutrá (Κουτρά) Mts., 725
 Koutseli (Κουτσελί), 268, 297
 Koutsóchera (Κουτσόχερα), 587
 Koutsócheiro (Κουτσόχειρο), 384, 388
 Koutsomádi (Κουτσομάδι), 402, 406
 Koutsomádi R. : *see* Neméa R.
 Koutsophliáni (Κουτσοφλιάνι), 382
 Koutsopódi (Κουτσοπόδι), 403, 719
 Kouvanádes (Κουβανάδες), 274
 Kouvará, Kalývia (Καλύβια Κουβαρά), 205, 217, 702
 Kouvéla (Κουβέλα), 526
 Kouvélais (Κουβέλαις), 241
 Kouvéltzi (Κουβέλτζι), 695
 Kozáne (Κοζάνη), 131, 170, 640
 Krafsídon (Κραυσίδον) torrent, 685
 Králi (Κράλι), 585
 Krambovó (Κραμποβό), 546
 Kraniá (Κρανιά), 290
 Kranídi (Κρανίδι), 413, 416
 Krátsovo (Κράτσοβο) Mts., 16
 Krávári (Κράβαρι) district, 147, 341, 342, 349, 350
 Kravatá (Κραβατά), Mt., 488
 Kreliánika (Κρελιάνικα), 503
 Kremastá (Κρεμαστά), 358
 Kremasté (Κρεμαστή), 447, 448
 Kremastó (Κρεμαστό), 244
 Krépa, Apáno (Άπάνω Κρέπα), Mt., 490, 555
 Kréstena (Κρέστενα), 535, 541, 547, 548
 Kréstena R., 548
 Krevasará (Κρεβασσάρá), 227, 653
 Krevatás (Κρεβατάς), Cháni of, 438, 440, 468, 472
 Kriekóuki (Κριεκούκι : Route 7), 20, 223, 728
 Kriekóuki (Route 33), 313
 Kriekóuki (Route 85), 540, 583, 716
 Krikéllou (Κρικέλλου), 341, 344, 348, 355
 Krikéllou R., 344, 348, 354, 355
 Krindír (Κριντίρ), Mt., 689
 Krinóphyta (Κρινόφυτα), 607
 Kríssa bay (Κρισσαίος κόλπος) : *see* Sálona bay
 Kritsíní (Κριτσίνι), 382
 Kronos, Hill of, 541
 Króra (Κώρα), 215
 Kryávrysi (Κρυάβρυσι), Cháni of, 469
 Kryonéri (Κρυονέρι), 309, 318, 389, 671
 Kryonerítes (Κρυονερίτης), 252
 Kryónvrysi (Κρυόβρυσι), 250
 Kteniá (Κτενιά), Mt., 421, 422, 423, 719, 720
 Ktypá (Κτυπά), Mt., 236
 Kylléne (Κυλλήνη) : *see* Glaréntsa
 Kymási (Κυμάσι), 249, 250
 Kýme (Κύμη) : *see* Kouími
 Kynigou (Κυνιγού), 514
 Kynigou, Mt., 357
 Kynouría (Κυνουρία), 27, 139, 554
 Kyparíssi (Κυπαρίσι : Route 14), 251
 Kyparíssi (Route 65), 447, 448
 Kyparissía (Κυπαρισσία), 123, 192, 482, 486, 494, 495, 512, 517, 518, 519, 521, 522, 523, 524, 525, 528, 532, 533, 537, 546, 548, 551, 704, 722, 725, 728
 Kyparissía Mts., 24, 33, 34, 191

Kyparissía R., 524, 525, 528, 530, 531, 532, 725, 728
 Kyparissías, Skála (Σκάλα Κυπαρισσίας), 522, 523, 725
 Kypárisso (Κυπάρισσο), 503, 505
 Kyprianó (Κυπριανό), 150, 216, 726
 Kyriaké (Κυριακή), 262
 Kýthera (Κύθηρα) island, 64, 459-461;
 climate, 36, 37, 39, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 460
 Kýthera town, 460
 Kytriais (Κυτριάς), 499
 Kytriais, Cape, 499
 Kýtta (Κύττα), 504
 Kyvéri (Κυβέρι), 421, 422, 433, 435, 719
 Kyvéri gorge, 434
 Kyvéri, Palió, Ruins of, 434

L

Labour, 108, 135
 Lacedaemon; Valley of: see Eurotas valley
 Lachanáda (Λαχανάδα), 516
 Lachanáda R., 514, 516
 Laconia:
 administration, 465
 agriculture, 140.
 (See also specific products, and routes under Communications below)
 communications:
 see Routes 62, 64-71, 74, 75
 physical geography:
 see specific physical features, and routes under Communications above
 population and inhabitants, 73, 74, 168

Laconian gulf, 23, 139, 461, 462, 476, 479, 502, 503
 Laconian Mts., 73, 553
 Láda (Λάδα), 496
 Ladikou (Λαδικού), 548
 Ládon (Λάδων) R. (Arcadia), 23, 26, 31, 539, 541, 542, 544, 547, 553, 556, 558, 559, 560, 576, 580, 581, 582, 586, 594, 603, 604, 607, 608, 610, 611, 624
 Ládon R. (Elis), 582, 586, 588, 589, 590
 Ládon valley (Arcadia), 32, 139, 553, 554, 579, 580, 594, 610
 Láfka (Λαῦκα), 431, 623
 Láfkos (Λαῦκος), 283
 Lageía (Λαγεία), 480
 Laiké Bank, 166, 167
 Lála (Λάλα: Route 12), 242
 Lála (Route 89 A), 540, 583
 Lalióti (Λαλιώτι), 633
 Lalióti R., 713
 Lambéti (Λαμπέτι), 540, 716
 Lambíri (Λαμπίρι: Route 47 A), 353
 Lambíri (Route 93), 615, 711
 Lamía (Λαμία), 11, 18, 67, 107, 123, 131, 150, 155, 230
 climate, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51
 communications, 187, 188, 189, 218, 228, 229, 230, 234, 258, 259, 260, 262, 263, 265, 269, 270, 271, 273, 275, 276, 280, 281, 315, 335, 336, 338, 339, 345, 348, 356, 361, 370, 371, 389, 390, 391, 645, 646, 654, 659, 668, 669
 Lamía, Mt., 332

Lamía, Plain of, 19, 107, 138, 143, 187, 188
 Land tenure, 88, 97, 98, 99-100, 126, 127, 286, 381
 Langáda (Λαγκάδα: Route 33), 314
 Langáda (Route 75), 502
 Langáda, Chánia of, 497
 Langáda gorge (Route 71), 480
 Langáda pass (Route 74), 29, 495, 496, 497
 Langáda R. (Route 88), 496, 568
 Langádia (Λαγκάδια), 138, 475, 539, 543, 544, 552, 554, 558-559, 576, 580, 588, 601, 609, 612
 Langádia Mts., 26, 32, 544, 545, 553
 Language, 54, 55, 56, 72, 74, 78, 80, 82, 95, 109-115, 132, 170, 413, 419, 420, 439
 Lánthe (Λάνθη), 587
 Lantsói (Λαντσόι), 540, 583, 587
 Lapalá (Λαπαλά) R., 666
 Lapanagói (Λαπαναγοί), 598
 Lápata (Λάπατα), 600
 Lápata R., 599, 600, 618
 Lapátails (Λαπάταις) district, 599
 Lápi (Λάπι), 526
 Láppa (Λάππα), 569, 715
 Lárisa (Λάρισα: town), 67, 102, 122, 123, 129, 131, 167, 169, 172, 187, 269; communications, 218, 220, 264, 269, 270, 272, 285, 286, 287, 288, 290, 292, 293, 294, 295, 296, 300, 301, 303, 304, 306, 307, 340, 370, 372, 375, 376, 382, 383, 384, 387, 388, 640,

- 645, 646, 664, 672,
673, 676, 679, 680,
681, 682, 685, 687,
697
- Larissa (Acropolis of Argos), 398, 403, 421, 426, 428
- Lárisa, Plain of, 18, 137, 285, 293, 294, 295
- Lárisa, Province of: *see under* Thessaly
- Lárymna (Λάρυμνα), 149, 151, 220, 238, 254, 255, 256
- Láspe (Λάσπη), 361, 362
- Laspochóri (Λασποχώρι: Route 27 A), 289
- Laspochóri (Route 32), 306
- Lastéika (Λαστέικα), 575, 716
- Láta (Λάτα), 589
- Latin Monetary Union, 175
- Latomeíon (Λατομείον), 287, 685
- Laurium: *see* Lávrion
- Lávda (Λάβδα), 552
- Lávda, Mt., 551
- Lávrion (Λάυριον), 107, 122, 124, 148, 149, 150, 161, 163, 164, 172, 190, 206, 207, 216, 700, 701, 703, 726
- Lávrion bay, 216
- Lávrion mines, 148, 726
- Lávrion Mts., 21, 190, 702, 726
- Lavrion, Société Métallurgique du: *see* Société Métallurgique
- Lazarbouga (Λαζαρμπούγα), 689
- Lazarína (Λαζαρίνα), 304, 381
- Lead, 148, 150, 152, 157, 215, 216, 726. (*See also* Silver)
- Lead chromite, 149
- Lechaeum, 401
- Lechainá (Λεχαινά), 141, 562, 572, 715
- Lechainá, Plain of, 574
- Lechónia (Λεχώνια), 283, 284
- Lechónia, Áno, 697
- Lechónia, Káto, 697
- Lechoúri (Λεχοῦρι), 578
- Léchova (Λέχοβα) R., 633, 713
- Léfka (Λεύκα: Route 22 A), 267
- Léfka, Cháni of (Route 33), 310, 311, 323
- Léfka R. (Route 53), 400, 635
- Léfka R. (Route 88), 566, 596, 597, 714
- Lefkadíti (Λευκαδίτι), 338
- Lefkás (Λευκάς), 123, 151, 192, 331-332. (*See also* Volume II)
- Lefkás Canal, 173
- Léfkro (Λεύκρο): *see* Neochóri (Route 75)
- Leftokaryá (Λευτοκαρυά), 666
- Legislative Chamber: *see* Deputies
- Légrena (Λέγρενα), 206
- Leibethrion, Mt., 650
- Lelantine plain: *see* Ambélia plain
- Lemons, 136, 137, 138, 141, 156, 241, 321, 414, 415, 418, 531, 573, 575
- Lentils, 137, 139, 619
- Leonídi (Λεωνίδι), 74, 439, 442-443, 444, 445, 446, 447, 467, 554, 728
- Leonídi gorge, 444, 446
- Leontári (Λεοντάρι), 473, 474, 475, 482, 487, 490, 723
- Leontítou (Λεοντίτου), 385
- Lepainou (Λεπαινού), 314, 315, 367, 368
- Lepanto: *see* Naupactus
- Lepianá (Λεπιανά), 364
- Lépoura (Λέπουρα), 242
- Lepsína (Λεψίνα): *see* Eleusis
- Lepso (Ληψό): *see* Aídepsó
- Lernaeon marshes, 422
- Lesiá (Λεσιά), 416
- Lesiá valley, 414
- Lestinítsa (Λεστινίτσα) R., 540, 582, 583, 587, 716
- Lethaeus (Ληθαῖος) R.: *see* Trikkalínos R.
- Leuce (Λευκή): *see* Moláoi plain
- Leuchtenberg, Duke of, 63
- Levádeia (Λεβάδεια): *see* Livadiá
- Levétsova (Λεβέτσοβα), 454, 463, 464
- Levídi (Λεβίδι), 425, 429, 432, 557, 593, 595, 609, 617, 618, 625
- Levídi, Plain of, 595, 625
- Lézi (Λέζι), 493
- Lezíni (Λεζίνι) marshes, 324
- Liákoura (Λιάκουρα), Mt.: *see* Parnassus, Mt., 19
- Lianokládi (Λιανοκλάδι), 340, 360, 361, 641, 642, 645, 646, 659, 668
- Lianokládi-Stylis Railway, 641, 668-669
- Liáskovo (Λιάσκοβο), 339, 379, 385
- Liasýnova (Λιασύνοβα), 500
- Lidoriki (Λιδωρίκι), 258, 334, 335, 337, 345, 346, 349, 351
- Lighting, 200, 202, 279, 395, 425, 462, 566
- Lignite, 151, 152, 243, 247, 726, 727. (*See also* Light Railways)
- Ligoudísta (Λιγυδίστα), 512, 513, 517, 518, 519, 521
- Ligourió (Λιγουριό), 27
- Likéri (Λικέρι), Lake, 224, 238, 257

Liméni (Λιμένι), 477, 478, 503
 Liméni bay, 477, 500, 503
 Limíni (Λιμίνη), 316
 Limióna (Λιμώνα), 149
 Limióna bay, 209
 Límnē (Λίμνη), 150, 249, 250
 Límnēs (Λίμνες), 404
 Limnítsa (Λιμνίτσα), 351
 Lintzi (Λίντζι), 573, 574, 704, 717
 Liópesi (Λιόπεσι: Route 6), 217, 702
 Liópesi (Route 95), 635
 Liópesi, Mt., 648
 Liósia, Ano (Ἀνω Λιόσια), 708
 Liósia, Káto (Κάτω Λιόσια), 214, 644, 708
 Lióús (Λιούς) island: see Antikythera island
 Lípsimos (Λίψιμος) R., 274, 303, 691
 Litháda (Λιθάδα), 254
 Litoehóri (Λιτοχωρί), 666
 Livadiá (Λιβαδιά), 123, 124, 155, 187, 190, 218, 220, 226, 230, 260, 261, 263
 Livadiá station, 261, 263, 646, 651, 652
 Livadiá, Valley of, 651
 Livadóstro (Λιβαδόστρο), 23, 215, 220, 223
 Livanátes (Λιβανάτες), 232
 Livánovo (Λιβάνοβο), 667
 Livártzi (Λιβάρτζι), 576, 578
 Livítsiko (Λιβίτσικο), 377
 Loans, 162. (See also Finance)
 Lobotiná, Megála (Μεγάλα Λομποτινά), 350, 351
 Lobotiná, Mikrá (Μικρά Λομποτινά), 350, 351
 Loeris, 149, 150
 Lós (Λός), 493
 Longá (Λογγά), 506, 508

Longanísko (Λογγανίκο), 472
 Longaniko R., 472
 Longástra (Λογγάστρα), 471
 Longó (Λογγό: Route 86), 549
 Longobárdos (Λογγομπάρδος) R., 521
 Longopótamos (Λογγοπόταμος) R., 26, 30, 400, 401, 405, 635, 714
 Longós (Λογγός: Route 8), 232
 Lóngos (Λόγγος: Route 42), 333
 Lóngos (Route 93), 616
 Lópesi (Λόπεσι: Route 91), 598
 Lópesi, Cháni of (Route 89 A), 579
 Lóphis (Λόφισ) R., 225, 650
 Lóti (Λότι), 543
 Louis of Bavaria, 63
 Louká (Λουκά), 423
 Loukavítsa (Λουκαβίτσα), 586
 Loukisia (Λουκίσια), 238, 254, 256
 Loukou (Λουκού) monastery, 434, 437
 Loutrá Aídepsou (Λουτρά Αϊδέψου), 254
 Loutrá Kyllénes (Λ. Κυλλήνης): see Lintzi
 Loutráki (Λουτράκι: Route 39), 317, 327, 329
 Loutráki (Route 52), 390, 392, 393, 394, 395, 396
 Loutráki, Mt., 393
 Loutró (Λουτρό: Route 33), 315, 367, 369
 Loutró (Route 72 A), 486
 Loutró, Káto (Route 95), 627, 631
 Loutsi (Λούτσι), 254, 255
 Louvro (Λούβρο), 541
 Lycabettus (Λυκαβηττός) hill, 197, 199

Lygiá (Λυγιά: Route 88), 573
 Lygiá (Route 95), 630
 Lygourió (Λυγουριό), 399, 409, 410, 412, 415, 417
 Lykístena (Λυκίστενα), 533
 Lykochóri (Λυκοχωρί), 336
 Lykódemo (Λυκόδημο), Mt., 33, 506, 507, 508, 510, 511, 512, 513, 514
 Lykoporiá (Λυκοποριά), 712, 713
 Lykoráchi (Λυκοράχι: Route 33), Mt., 297
 Lykorévmata (Λυκορέυματα), Mt., 233
 Lykorrákia (Λυκορράκια: Route 33), Mt., 312
 Lykóstomo (Λυκόστομο), 290
 Lykótrapho (Λυκότραφο), 510
 Lykouresi (Λυκούρεσι), 541
 Lykouiri (Λυκούρι), 607, 624
 Lykonóuni (Λυκοβούνι) Mts., 29, 649

M

Macaria, Plain of, 34
 Macedonia (Μακεδονία), 53, 54, 68, 70, 71, 110, 128, 129, 132, 143, 151, 160, 161, 170, 289, 290, 308
 communications, 187, 264, 307, 382, 666
 inhabitants, 54, 75, 77, 78, 80, 129
 Machairá (Μαχαίρα), 326
 Machairá, Mt., 577, 578
 Machalá (Μαχαλά: Route 33), 314, 327
 Machalá (Route 86), 550
 Machalá pass (Route 33), 308, 314
 Machalás (Route 24 C), 281

- Machmóutbey (Μαχ-
μούτμπεϋ), 465
- Mádaina (Μάδαινα), 510
- Madará (Μαδαρά), Mt.
(Route 65), 447,
448
- Madará, Mt. (Route 87),
557
- Maenalus (Μαίναλος),
Mt., 25, 139, 426, 432,
433, 552, 554, 555,
556, 557, 595, 608
- Magnesian peninsula :
see Pelion, Peninsula
of
- Magnesite, 149, 150, 152,
240, 249
- Magnesium, 157
- Magoúla (Μαγουλά :
Route 36), 325
- Magoúla (Route 48), 366
- Magoúla (Route 63), 442
- Magoúla (Route 74), 498
- Magoúla R., 498
- Magoules*, 286
- Magoulianá (Μαγουλιαν-
νά), 553, 557, 575,
604
- Maïmóuli (Μαϊμούλι),
287, 296
- Maina (Μάνη), 23, 29,
58, 96, 103-104, 151,
461, 463, 476, 478,
480, 493, 499, 503,
505; agriculture, 103-
104, 140, 476, 477,
478, 479, 480, 481
- Mainotes, 74, 87, 103,
104, 106, 476, 479,
480, 499, 500, 507
- Maize, 136, 137, 138,
139, 140, 141, 142,
144, 354, 355, 356,
363, 423, 425, 430,
462, 465, 467, 470,
486, 491, 502, 506,
508, 531, 542, 553,
559, 560, 591, 598,
606, 618, 619, 624,
634
- Maklavá (Μακλαβά), Mt.,
510, 511
- Makrínoros (Μακρίνoρος),
Mt., 368
- Makrínoros pass, 308,
309, 315, 369
- Makrinoú (Μακρινού),
320
- Makriplági (Μακριπλάγι),
Mt., 22, 23, 389, 390,
391, 392, 393, 398,
709
- Makriplági pass, 481,
484, 487, 527, 722
- Makró Nési (Μακρό Νήσι),
418
- Makrychóri (Μακρυχώρι),
291, 388, 664, 665
- Makrynítsa (Μακρυνίτ-
σα), 284
- Makryráchi (Μακρυράχι),
284
- Mákrysi (Μάκρυσι), 271,
361
- Makrýsia (Μακρύσια), 548
- Makrývoro (Μακρύβορο),
Mt., 333
- Malakása (Μαλακάσα),
210, 214, 648, 727
- Maláki (Μαλάκι) via-
duct, 697
- Malandríni (Μαλανδρίνι :
Route 45), 345, 349,
351
- Malandríno (Μαλανδρίνο :
Route 55), 407, 427
- Malapási (Μαλαπάσι), 575
- Malaria, 73, 83, 97, 207,
466, 536. (*See also*
Health)
- Malea (Μαλέα), Cape, 23,
28, 191, 433, 455
- Malea, Peninsula of, 455
- Malesína (Μαλεσίνα), 255
- Malevó (Μαλεβό), Mt.
(Artemisium), 426,
427, 429. (*See also*
Artemisium Mts.)
- Malevó, Mt. (Parnon
Mts.), 433, 434, 437,
439, 440
- Malevó, Mt. (Taýgetus) :
see Taýgetus, Mt.
- Maliac gulf, 229, 230.
(*See also* Zeitun gulf)
- Málta (Μάλτα), 495
- Maltésou (Μαλτέσου)
viaduct, 697
- Mamouláda (Μαμουλά-
δα), 341
- Mamóura (Μαμούρα), 225,
650
- Mána (Μάνα) R., 567,
568, 569, 715
- Manári (Μανάρι), 723
- Mandánisa (Μαντάνισα),
321
- Mándetsi (Μάντετσι),
339
- Mándra (Μάνδρα), 222
- Mandráki (Μανδράκι),
419
- Máne : *see* Maina
- Mánesi (Μάνεσι : Route
90), 590
- Mánesi (Route 91), 600,
610
- Manganese, 151, 152,
157, 415, 509
- Manganese iron : *see*
Iron manganese
- Manoláda (Μανωλάδα),
563, 568, 569, 715
- Manóles (Μανώλης)
bridge, 357, 359, 364,
365, 373
- Mantasiá (Μαντασιά),
267, 268
- Mantineia (Μαντινεία :
Arcadia : Route 61),
428, 432, 556
- Mantineía (Route 75) :
499
- Mantineia, Plain of
(Route 61), 425, 432,
556, 595
- Mantóudi (Μαντούδι),
150, 249, 250
- Mantzári (Μαντζάρι), 494
- Manufactures, 135, 153-
155, 161, 200, 202,
226, 419, 424, 564.
(*See also* Industries)
- Maps of Greece, 5-8,
184, 185, 186, 196,
228, 285, 340, 344,
384, 623
- Marathiás (Μαραθιάς),
359, 365
- Marathon, 20, 190, 207,
209, 212, 213, 214,
215, 216, 218

Marathon bay, 397
 Marathon, Plain of, 20,
 190, 207, 208
 Marathon R., 209
 Marathóna (Μαραθῶνα):
see Marathon
 Marathonési (Μαραθω-
 νῆσι): *see* Gýtheion
 Marathonési, Gulf of, 27
 Máraθος (Μάραθος), 518,
 520, 521
 Marathoupolis (Μαραθού-
 πολις): *see* Máraθος
 Marble, 151, 152, 201,
 202, 437, 439, 440,
 441, 442, 477, 480,
 481, 489, 503, 504,
 700, 701
 Marináki (Μαρινάκι), 589
 Marinári (Μαρινάρι): *see*
 Pálero
 Marinou (Μαρίνου): *see*
 Domnítsa
 Marióreυμα (Μαριόρευ-
 μα) R., 452, 453, 457
 Maritime enterprise, 55,
 58, 59, 83, 86, 156,
 157-162, 170, 252,
 416, 419, 420, 456,
 459. (*See also* Mercan-
 tile marine)
 Markási (Μαρκάσι), 632,
 634
 Markópoulo (Μαρκόπου-
 λο: Route 5 B), 214
 Markópoulo (Route 6),
 217, 702
 Markópoulo (Route 88),
 571
 Marmaráda (Μαρμαράδα)
 R., 648
 Marmariá (Μαρμαριά),
 487, 488, 490, 723
 Marmáriani (Μαρμάρια-
 νι), 294
 Marmáριο (Μαρμάριο),
 241
 Mármaro Vounó (Μάρ-
 μαρο Βουνό), 442
 Maróúsi (Μαρούσι): *see*
 Amaróúsi
 Marshes, 102, 144, 145,
 187, and under specific
 routes

Martíno (Μαρτῖνο), 254,
 255
 Mascholoúri (Μασχο-
 λοῦρι), 303
 Másklena (Μάσκληνα),
 720
 Mastrandóni (Μαστραν-
 τῶνι), 590
 Mástrou (Μάστρου), 324,
 325
 Matapan (Ματαπᾶς),
 Cape, 23, 29, 173, 191,
 476, 478, 480, 481,
 505
 Matapan peninsula,
 103, 481
 Mataránga (Ματαράγκα:
 Routes 31 and 49 B),
 303, 374
 Mataránga (Route 35),
 322
 Mataránga (Route 88),
 570
 Mátesi (Μάτεσι), 551
 Mathías (Μαθίας), Mt.:
see Lykódemo, Mt.
 Mátsani (Μάτσανι), 634
 Matsouki (Ματσούκι),
 Mt., 328
 Mávra Lithária (Μαῦρα
 Λιθάρια), Pass of, 626,
 627, 629, 712
 Mávra Vouná (Μαῦρα
 Βουνά Mts., 563, 567,
 568, 715
 Mavrachádes (Μαυρα-
 χάδες), 298
 Mavréli (Μαυρέλι), 382
 Mavriá (Μαυριά), 546
 Mavriki (Μαυρίκι), 618
 Mavriki, Mt., 275
 Mavrillo (Μαυρίλλο), 362
 Mavrillo, Mt., 362
 Mávro Vouíni (Μαῦρο
 Βοῦνι), Mt. (Route
 12 A), 243
 Mávro Vouíni (or Kará
 Dagh), Mt. (Route
 22 A), 264, 268
 Mávro Vouíni, Mt.
 (Pelion) (Route 27 B),
 293, 295, 300, 301,
 686, 689
 Mávro Vounó (Μαῦρο

Βουνό), Mt. (Route 10),
 236
 Mavroídi (Μαυροῖδι) via-
 duct, 697
 Mavrokordáto, Prince
 Alexander, 57, 88
 Mavrolithári (Μαυρολι-
 θάρι), 220, 260, 335,
 337, 338, 339
 Mavromandéli (Μαυρο-
 μαντῆλι), Mt., 280
 Mavromicháles, Con-
 stantine, 58, 88, 477,
 507
 Mavromicháles, George,
 58, 88, 477, 507
 Mavrommáti (Μαυρομ-
 μάτι: Route 7), 225,
 235
 Mavrommáti (Route
 50), 381
 Mavrommáti (Route 73,
 mile 7), 492
 Mavrommáti (Route 73,
 mile 13½), 493, 525
 Mávron Óros (Μαῦρον
 Όρος), Mt. (Route 95),
 630
 Mavronéri (Μαυρονέρι)
 R. (Route 94), 17, 621
 Mavronéri R. (Route I,
 v), 667
 Mavroneró (Μαυρονερό)
 R.: *see* Cephissus R.
 (Boeotia)
 Mavronóros (Μαυρονό-
 ρος), Mt. (Route 5 B),
 214, 648
 Mavropótamos (Μαυρο-
 πόταμος) R., 219, 226,
 257
 Mavrópoulo (Μαυρό-
 πουλο), 246
 Mávroros (Μαύροπος),
 Cape, 334
 Mavrouníni (Μαυρο-
 βοῦνι: Route 70), 476
 Mavrozóúmeno (Μαυρο-
 ζούμενο) bridge, 494,
 525
 Mavrozóúmeno R., 494,
 525, 526, 527, 725
 Mazéika (Μαζείκα), 595,
 603, 605, 606

- Mazéika, Plain of, 594, 603, 606, 610
 Mázi (Μάζι: Route 7, mile 28), 223
 Mázi (Route 7, mile 58), 220, 225, 235, 650
 Mázi (Route 52), 391, 393
 Mázi (Route 86), 549
 Mázi (Route 91), 605, 606
 Mázi (Route 95), 631
 Méga (Μέγα) R., 337, 338, 339. (*See also* Mórnos R.)
 Megála, Megále, Megálo (Μεγάλα, Μεγάλη, Μεγάλο, 'Great'): *see under* specific name
 Megálo Dervéni (Μεγάλο Δερβένι), 391, 392
 Megalochóri (Μεγαλοχώρι: Route 47 A), 356
 Megalochóri (Route 59), 414
 Megalópolis (Μεγαλόπολις), 461, 470, 473, 475, 482, 487, 490, 494, 495, 523, 524, 525, 527, 528, 530, 532, 538, 539, 546, 547, 548, 551, 552, 562, 581, 601, 603, 604, 612, 640, 704, 722, 723, 729
 Megalópolis, Plain of, 23, 24, 25, 140, 472, 475, 481, 482, 487, 488, 489, 527, 545, 546, 547, 552, 553, 562
 Mégara (Μέγαρα), 22, 76, 124, 204, 215, 222, 389, 390, 391, 392, 393, 709; district, physical features, and agriculture, 22, 138, 389, 390
 Megaris, 150, 709
 Mégas (Μέγας) R., 304, 693
 Megaspélaion (Μεγασπέλαιον), Monastery of, 619-620, 718
 Mégdova (Μέγδοβα) R., 15, 16, 355, 359, 363, 370, 371, 372, 386
 Mehemet Ali, Pasha of Egypt, 58
 Mélades (Μέλαδες), 250
 Melas (Μέλας) R.: *see* Mavropótamos R.
 Mélesi (Μήλεσι), 211
 Meliá (Μηλιά), 501
 Melianá (Μηλιανά), 378
 Melidóni (Μελιδόνι) bridge, 559
 Meliés (Μηλιές: Route 15), 252
 Meliés (Μηλιές, Μηλαιά: Route 25), 283, 672, 697
 Meligalá (Μελιγαλά), 31, 486, 494, 525, 705, 722
 Meligítika, Kalývia (Καλύβια Μελιγίτικα): *see* Ástrous, Kalývia
 Meligou (Μελιγού), 436
 Melina (Μελίνα), 283
 Melíssi (Μελίσσι), 633, 713
 Melítsa (Μηλίτσα), 514
 Mélos (Μήλος) island, 151. (*See also* Volume II)
 Melóuna (Μελούνα) pass, 67, 264, 290, 291, 384
 Memerízi (Μεμερίζι), 514
 Ména (Μήνα), 504
 Mendéli (Μεντέλι) monastery, 212
 Mendenítsa (Μεντενίτσα), 233
 Menídi (Μενίδι: Route 5 A), 210, 647, 708
 Menídi (Route 33), 315, 369
 Méntzena (Μέντζενα), 597
 Mérbakas (Μέρμπakas), 405, 412
 Mercantile marine, 58, 67, 157-160. (*See also* Shipping and Shipbuilding)
 Merkáda (Μερκάδα), 362
 Merkovouni (Μερκοβούνι), 433
 Mértzi (Μέρτζι), 695
 Merzés (Μερζής), 409
 Mesdáni (Μεσδάνι), 306, 388
 Mesenikólas (Μεσενικόλας), 304, 372, 387
 Mesinó (Μεσινός), 624
 Mésó Vounó (Μέσο Βουνό) hill, 236, 649
 Mesochóri (Μεσοχώρι: Route 78), 514
 Mesochória (Μεσοχώρια: Route 11), 241
 Mesolongáki (Μεσολογγάκι), 575, 715
 Mesolónghi (Μεσολόγγι), 58, 60, 123, 151, 161, 186, 187, 218, 308, 309, 313, 322, 323, 325, 326, 327, 329, 349, 352, 356, 357, 369, 389, 670, 671
 Mesolónghi, Plain of, 102, 187
 Mesolóngion: *see* Mesolónghi
 Mesóndas (Μεσώντας), 251
 Mesorougia (Μεσορούγια), 621
 Mesovouni (Μεσοβούνι), 379
 Messéne (Μεσσήνη): *see* Nesí
 Messenia:
 administration, 482
 agriculture, 141, 142, 143, 153. (*See also* specific products, and routes *under* Communications *below*)
 communications:
 see Routes 72-83, 86, and XX, XXI, and Appendix
 physical geography:
 see specific physical features, and routes *under* Communications *above*

- Messenia** (*continued*):
 population and inhabitants, 90, 102, 168
Messenian gulf, 33, 476, 477, 479, 482, 498, 499, 505, 510, 512, 514, 721
Messenian Mts., 33
Messenian peninsula, 513
Messenian plains, 24, 29, 34, 192, 466, 481, 485, 486, 488, 491, 494, 495, 506, 525, 527, 722
Mesta (Μέστα) R., 173
Μετέωρα (Μετέωρα) monasteries, 696
Meteorological stations, 41
Metesili (Μετεσιλί), 287, 288, 294
Μέθανα (Μέθανα): *see* Vromolimne
Μέθανα peninsula, 27, 414
Methóne (Μεθώνη), 506, 509, 514, 515, 516
Methóne, Plain of, 515, 516
Μετόχι (Μετόχι), 246
Metric system, 176, 177, 178
Metropolitan of Athens, 125, 126. (*See also* Orthodox Church)
Μέτσοβο (Μέτσοβο), 78, 305, 340, 382
Μέζαπο (Μέζαπο) bay, 504
Mezilo (Μεζίλο), 386
Miaoules, Andréas Vókos, 58
Miará (Μιάρá), 344
Mikrá, Mikró (Μικρά, Μικρό, 'Little'): *see* under specific name
Mikrochóri (Μικροχωρί), 356
Mikrománe (Μικρομάνι), 484
Military League, 68, 69
Military topography (*see also* Army):
 eastern Greece, 186, 218, 219, 220, 259, 263, 265, 266, 267, 269, 270, 271, 272, 273, 275, 276, 278, 280, 285, 288, 295, 296, 298, 300, 305, 360, 365, 376, 379, 383
 western Greece, 308, 311, 313, 316, 335, 337, 339, 349, 352, 356, 357, 360, 365, 376, 379, 383
 Peloponnese, 398, 426, 439, 441, 488, 509, 513, 515, 531, 545, 557, 626-627, 693
Millstones, 152
Milo: *see* Mélos island
Minerals and mining, 135, 148-152, 209, 215, 216, 240, 243, 249, 254, 255, 277. (*See also* Mining companies)
Minerals: production, 152
Mineral tar, 152
Mining companies, 149, 150, 157, 165, 216, 415, 421, 509, 726, 727, 728
Ministers and ministries, 117, 119, 120, 121, 122, 124, 125, 130, 131, 145, 162
Mintilogli (Μιντίλογλι), 566, 597, 714
Mirali (Μιραλί), 227
Mírysi (Μίρυσι), 373
Mírysi stream, 373
Míska (Μίσκα), 511
Misochóri (Μισοχωρί), 456
Misolóngghi: *see* Mesolónghi
Missalár (Μισσαλάρ), 375
Mist, 39
Mistrá (Μιστρá), 154, 466, 467, 496, 497
Mistrá spring, 466
Mistráki (Μιστράκι), 514
Místro (Μίστρο), 246, 247
Mitáta (Μιτάτα), 460
Mítrika (Μίτρικα), Mt., 17
Mytiléne (Μυτιλήνη), 131, 162, 166, 167, 170, 172
Mitzélla, Néa (Νέα Μιτζέλλα), 278
Mochlóuka (Μοχλοούκα) pass 271, 298, 361
Modon: *see* Methóne
Mohammedans, 53, 57, 68, 76, 129, 170
Μοίρα, Apáno (Άπάνω Μοίρα), 596
Μοίρα, Káto, 596
Moirákia (Μοιράκια), 541
Mókista (Μώκιστα), 321
Moláoi (Μολάοι), 451, 452
Moláoi plain, 28, 139, 451, 456
Mólos (Μῶλος), 233, 419
Monasteráki (Μοναστηράκι: Route 39), 326, 329
Monasteráki (Route 49 B), 373
Monasteráki (Route 89), 580
Monasteráki station: *see* under Athens
Monasteries and monks, 99, 126-127
Monastir, 144, 186, 639, 643
Monemvasía (Μονεμβασία), 434, 438, 440, 445, 446, 447, 450, 451, 454, 456, 461, 463
Monemvasía bay, 450
Monemvasía, Paliá, 450
Money, 175-176
Monks: *see* Monasteries
Monodéndri (Μονοδέντρι), 566, 714
Monódri (Μονόδρι), 243
Monopolies, 121, 150, 163, 165
Montenegrins, 70, 107
Morea: *see* Peloponnese
Moríki (Μωρίκι), 238

Mórnos (Μόρνος) R., 333, 335, 336, 337, 346, 347, 350, 351. (See also Méga R.)
 Morósklavo, Áno (Ἄνω Μωρόσκληβο), 320
 Morósklavo, Káto, 320
 Mosiá (Μωσιά), 624
 Mostitsi (Μοστίτσι), 610
 Moucha (Μούχα), 372
 Moudráza (Μουντράζα), 549
 Moulátsi (Μουλάτσι), 546, 562, 729
 Moulíki (Μουλίκι : Routes 7 and 17), 225, 255, 650
 Moulíki (Route 95), 633
 Mouंद्रa (Μούντρα), 533
 Moupkitsa (Μουφκίτσα), 533
 Mouresi (Μούρεσι), 284
 Mouríá (Μουριά), Cháni of, 539, 541
 Mouríá lagoon, 32, 531, 536, 537, 717
 Mourlá (Μουρλά), 616, 711
 Mourlá plain, 31
 Mourstiánu (Μουρστιάνου), 310, 311
 Mourtátou (Μουρτάτου), 526
 Mourtiá (Μουρτιά), 453
 Mousalár (Μουσαλάρ) defile, 291, 388
 Mousiounta (Μουσιούντα) range, 378
 Mousounitsa (Μουσουνίτσα), 337, 338, 347
 Moustaphá Bey (Μουσταφά Μπέη), Cháni of, 230
 Moustaphá Pashá (Μουσταφά Πασσά) : see Aristoménes
 Moustaphakli (Μουσταφакλί) : see Chalkodónion
 Moustaphoúli (Μουσταφούλι), 322
 Moustós (Μουστός) marsh, 436

Mouzáikos (Μουζάικος) R., 380, 386
 Mouzáki (Μουζάκι : Route 50), 376, 379, 380, 381, 386
 Mouzáki (Route 80), 519
 Mouzáki (Route 89 B), 582, 587, 590
 Mouzáki pass (Route 50), 304, 376, 380
 Mónvri (Μῶβρι) Mts., 569, 584, 585, 586, 715
 Mulberries, 107, 138, 139, 140, 144, 153, 354, 425, 438, 453, 463, 464, 465, 466, 468, 471, 475, 481, 483, 485, 489, 497, 502, 542, 554, 580
 Mules, 97, 146
 Munychia (Μουνυχία) hill, 197, 200, 201
 Mycenae (Μυκῆναι), 403, 719
 Mýges Vrysi (Μύγες Βρύσι), 392, 394
 Mylávlako (Μυλαύλακο), 272
 Mýloi (Μύλοι : Route 60 A), 154, 404, 422, 435, 705, 719
 Mýloi (Route I, i), 646, 708

Mylopótamo (Μυλοπόταμο), 460
 Mýrisi (Μύρισι), 344
 Myrtésa (Μυρτέσα), 702
 Myrtiá (Μυρτιά), 575, 716
 Mystó Ráchi (Μυστό Ράχι), Mt., 315
 Mýtika (Μύτικα : Route 11), 239
 Mýtika (Route 61), 429, 433
 Mýtikas (Μύτικας : Route 38), 326, 327, 328

N

Náfpaktos (or Lepanto) : see Naupactus
 Náplion : see Nauplia

Náfstathmos (Νάυσταθμος) : see Arápi and Salamis Arsenal
 Napoleon, 64
 National Bank, 165, 166, 167
 National Debt, 164-165. (See also Revenues)
 Naupactus (Ναύπακτος, Ἐπακτο), 107, 186, 220, 258, 309, 311, 312, 319, 320, 333, 334, 335, 336, 341, 345, 349, 351, 353, 389
 Nauplia (Ναύπλιον, Ἀνάπλι), 58, 122, 123, 131, 161, 166, 398, 399, 405, 407-408, 409, 410, 412, 418, 419, 420, 422, 448, 450, 626, 704, 719, 721 ; climate, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51
 Nauplia, Gulf of, 23, 27, 74, 407, 408, 719
 Navaríno (Ναβαρίνο) : see Pýlos
 Navaríno bay, 33, 59, 60, 509, 510, 512, 513, 517, 518
 Navaríno, Palió : see Pýlos
 Navy, 58, 59, 60, 67, 71, 162, 170, 173, 174, 204, 221, 222, 258, 317, 323, 418
 Naxos (Νάξος) island, 83, 129, 150, 151 ; climate, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51. (See also Emery and Volume II)
 Názi (Νάζι), Plain of, 604, 608
 Nazíri (Ναζίρι), 492, 493
 Néa, Néo (Νέα, Νέο, 'New') : see under specific name
 Neápolis (Νεάπολις), 455, 456

Nebeqlér (Νεμπεγλέρ), 269
 Neda (Νέδα) : *see* Bcúzi R.
 Nédon (Νέδων) R., 29, 482, 484, 496, 497
 Négripo (Νέγριπο) : *see* Chalcis
 Neméa (Νεμέα), 402, 406, 714, 719
 Neméa, Plain of, 402, 406
 Neméa R., 406
 Nemea, Ruins of, 402, 406
 Nemou̓ta (Νεμοὐτα), 583
 Neochóri (Νεοχὠρι : Route 24 B), 280
 Neochóri (Route 25), 283
 Neochóri (Route 36), 310, 323, 324, 325, 670, 671
 Neochóri (Route 44), 343
 Neochóri (Route 50), 383, 388
 Neochóri (Route 53), 400
 Neochóri (Route 60 A), 424
 Neochóri (Route 75), 501
 Neochóri (Route 88), 572, 717
 Neókastr̓o (Νεόκαστρο) : *see* Pýlos
 Neráida (Νεράϊδα) R., 347
 Neraidíti (Νεραϊδίτι), Mt., 299
 Nerántza (Νεράντζα), 635
 Nesi (Νησί), 482, 484, 485, 491-492, 506, 510, 704, 721
 Nevrópolis (Νευρόπολις), Plain of, 372, 386
 Newspapers, 94-95, 117
 New territories, 64-71, 80, 119, 121, 126, 128, 131, 132, 143, 161, 170, 171. (*See also* Crete, Macedonia, Epirus, Mityléne, and specific towns)

Nezerá (Νεζερά) valley, 592, 599
 Nezeró (Νεζερό), 270, 290. (*See also* Daouklí, Lake)
 Nezeró plain, 270, 290
 Niáou (Νιάου), 283
 Niáta (Νιάτα), 456
 Nickel, 149, 151, 152, 175, 176
 Nikoléta (Νικολέτα), 242
 Níkovo (Νίκοβο), 500
 Nivólioni (Νιβόλιον), 293
 Nomé (Νομή), 382, 388
 Nómia (Νόμια), 504
 Nomisté (Νομιστή), 502
 Nomoi, 121, 168, 169, 170, 196
 North-Western Railway, 309, 320, 637, 639, 640, 670-671.
 Northern Sporades, 145, 146, 239. (*See also* Volume II)
 Nousá (Νουσά), 577
 Nuts, 138. (*See also* Fruits)
 Nychtochóri (Νυχτοχὠρι), 703, 726
 Nýphe (Νύφη), 478, 479

O

Oak, 101, 147, 148, and under specific routes or provinces
 Oats, 137, 144
 Ócha (Όχα), Mt., 241, 242
 Ochtoniá (Όχτωνιά), 22, 242
 Ochtoniá, Mt., 242
 Octroi, 122
 Oeniadae, Ruins of, 325
 Oeta (Όϊτα), Mt., 188, 219, 228, 229, 339, 360, 651, 654, 655
 Oítylos (Όϊτύλος), 503
 Oklaós (Όκλαός), 247
 Oleander, 148, 312, 346, 458, 463, 466, 477, 529, 615
 Ólena (Όλενα), 587

Olives, 98, 103, 104, 135, 136, 137, 138, 139, 140, 141, 142, 143, 145, 146, 153, 154, 156, 157, and under specific routes or provinces
 Olive-oil, 90, 91, 142, 153, 154, 156, 157, 164, 230, 243, 459, 483, 492, 505, 508, 509, 536, 564
 Olonós (Όλωνός) foreland, 31-32, 141
 Olonós, Mt., 24, 31, 32, 566, 576, 577, 584, 586, 587, 591, 592, 594, 599, 618, 715
 Olympia (Όλύμπια), 192, 538, 539, 540, 541, 548, 559, 576, 583, 587, 640, 704, 716
 Ólympos (Όλυμπος) : *see* Élymbo
 Ólympos, Mt. (Attica), 205, 206
 Olympus (Όλυμπος), Mt. (Euboea), 21, 668
 Olympus, Mt. (Thesaly), 11, 16, 17, 65, 93, 147, 281, 288, 290, 291, 662, 665, 686
 Omér Efféndi (Όμέρ Έφέντι), 333, 335
 Omnibuses and diligences, 259, 292, 308, 360, 461, 517, 639
 Omvriaké (Όμβριακή), 266, 270, 271, 298
 Onchestus (Όγχηστός) pass, 219, 225
 Óneia (Όνεια), Mt., 23, 400, 411, 718
 Onions, 139, 146, 455, 456, 476. (*See also* Vegetables)
 Opus, Acropolis of, 254
 Oranges, 136, 137, 138, 139, 140, 141, 156, 321, 407, 414, 418, 459, 460, 466, 481, 497, 507, 508, 514, 531, 573, 575

Orchards : *see* Fruit and fruit-trees
 Orchomenus ('Ορχομενός: Arcadia), Acropolis of, 432, 493, 625
 Orchomenus (Boeotia), Acropolis of, 651
 Orchomenus, Plain of, 432, 557, 608, 618, 625
 Oreós ('Ορεός), 251, 253
 Oreól, Skála (Σκάλα 'Ορειού), 251, 253
 Organic Statute, 68, 70
 Orgózinós ('Οργόζινος) R., 303, 691
 Orient Bank, 166, 167
 Ório ('Οριο), 243
 Ormán Magoula ('Ορμάν Μαγουλά), 301, 688, 689
 Ormínion ('Ορμίνιον), 697
 Orológi ('Ορολόγι), 243
 Oropó ('Ορωπό), 151, 190, 209, 211, 212, 214, 220, 726, 727
 Oropou, Skála (Σκάλα 'Ορωπού), 209, 212, 214, 643, 727
 Óros ('Όρος), Mt. (Aegina island), 396
 Óros Mts. (Route 59), 413
 Oroviés ('Οροβιές) : *see* Roviés
 Orphaná ('Ορφανά), 306, 644, 645, 663
 Orthodox Church, 53, 62, 67, 80, 83, 85, 91, 92, 109, 116, 119, 125-129, 130, 170, 199, 520
 Ortholithi ('Ορθολίθι), Mt., 414, 417
 Osmánaga ('Οσμάναγα), 519
 Ossa ('Όσσα), Mt., 17, 18, 147, 285, 288, 289, 290, 292, 293, 294, 665, 686
 Ostrakína ('Οστρακίνα), Mt., 426

Othrys ('Όθρυς) Mts., 11, 12, 18-19, 138, 147, 150, 151, 187, 188, 263, 264, 269, 273, 275, 276, 279, 280, 281, 303, 360, 659
 Otranto, 80
 Otto of Bavaria, 59, 61-63
 Onvriókastro ('Οβριόκαστρο), 726
 Onvriás Gála ('Οβριάς Γάλα), Mt., 287
 Oxen, 97, 146, 184, 286, 300. (*See also* Transport)
 Oxyá ('Όξυά), Mt. (Pindus range), 16, 147, 344, 348, 356
 Oxyá Mts. (N. Thesaly), 17
 Oxyá, Pass of (Route 51), 386
 Oxýlitho ('Οξύλιθο), 243
 Oxýlitho R., 243, 247
 Ozeá ('Όζεά), Mt. : *see* Parnes, Mt.
 Ozeró ('Όζερό), Lake, 314

P

Pachiánika (Παχιάνικα) R., 480
 Pack-animals, 184, 185, 186, 270, 280, 281, 316, 335, 336
 Paganía (Παγανιά) peninsula, 478, 479
 Pagóndas (Παγώντας), 248
 Pákia (Πάκια), 452
 Palamás (Παλαμάς: Route 22 A), 267
 Palamás (Route 32), 306, 307, 374
 Palamás, Cháni of (Route 22 A), 265, 267
 Palamédi (Παλαμήδι), 407, 409, 719, 721
 Palatiá (Παλατιά), Mt., 351

Pálero (Πάλερο), Port, 480, 505
 Paliá, Palió (Παλιά, Παλιό, 'Old') : *see* under specific name
 Paliámbela (Παλιάμπελα), 329
 Paliásvéstes (Παλιασβέστης), 273
 Palímbeý (Παλίμπεη), 326, 329
 Palió (Παλιό), Port, 450, 451
 Palió Vounó (Παλιό Βουνό) : *see* Helicon, Mt.
 Palióchóri (Παλιοχώρι: Route 16), 254
 Palióchóri (Route 64), 444
 Palióchóri (Route 68), 464
 Palióchóri, Mt. (Route 35), 322
 Paliókastro (Παλιόκαστρο: Route 51), 387
 Paliókastro, Hill of, (Route 47 A), 356
 Paliókastro, Mt. (Route 82), 32, 530, 550
 Paliókastro tes Kóklas (Π. τῆς Κόκλας: Route 22 A), 267
 Paliokátouno (Παλιοκάτουνο), 351
 Paliomouchli (Παλιόμουχλι), Pass of, 423
 Paliopanagiá (Παλιοπαναγιά: Route 62), 436
 Paliorótamo (Παλιόρόταμο) R., 666
 Paliópyrgos (Παλιόπυργος), 313
 Palióúpolis : *see* Kalývnia (Route 90)
 Paliouriá (Παλιουριά) R., 292
 Palióvracha (Παλιόβραχα), 361
 Palióxári, Áno ('Άνω Παλιόξάρι), 336
 Palmerston, Lord, 62, 65
 Palouki (Παλούκι) R., 571

- Paloukorráchi (Παλου-
 κορράχη), Mt., 400, 718
 Palóumba (Παλούμπα),
 543, 581
 Pamisus (Πάμισος) R.
 (Route 31): *see* Bliou-
 ris R.
 Pamius (Route 73): *see*
 Pirnátsa R., Plains of
 Panagiá (Παναγιά: Route
 12 B), 244
 Panagiá (Route 22 C),
 266, 271, 298
 Panagiá, Cape (Route
 39), 330
 Panagiá, Chapel of the
 (Route 74), 497
 Panagiá, Chapel of the
 (Route 82), 529
 Panagiá Giátrissa,
 Chapel of the (Route
 75), 502
 Panagiá, Mt. (Route 36),
 324
 Panagiá, Mt. (Route 38),
 329
 Panagiá, Mt. (Route 95),
 631
 Panagiá Malevoú (Π.
 Μαλέβοϋ: Route 62),
 437
 Panagiá, Palió (Route
 9), 235
 Panaitolikó (Παναϊτω-
 λικό): *see* Viéna, Mt.
 Panaríti (Παναρίτι), 632
 Pan-Hellenism, 65 ff.,
 85, 95, 128, 132
 Páni (Πάνι), Mt., 702
 Panísta (Πάνιστα), 502
 Panítsa (Πανίτσα) R., 25,
 403, 407, 408, 421,
 426, 427, 719
 Pankráti (Πανκράτι),
 607
 Pantióroulos (Παντιό-
 ρουλος), 313, 368
 Pantióroulos R., 313,
 314, 315, 366, 368
 Papaprástena (Παπαπρά-
 στενα), 306, 382
 Paper, 155, 157
 Pappadátai (Παππαδά-
 ται: Route 35), 322
 Pappadátai (Route 37),
 314, 327
 Pappadátou (Παππαδά-
 του), 327
 Pappádes (Παππάδες), 252
 Pappadiá (Παππαδιά),
 Mt., 350
 Pappapóuli (Παππαπού-
 λι), 66, 289, 641, 645,
 665, 666
 Pappás (Παππᾶς), Cape,
 563, 567
 Pappaslíki (Παππασλίκι),
 Mt., 263
 Paraffin-wax, 155
 Paralimni (Παραλίμνι)
 Lake, 238, 256, 257
 Paralongoí (Παραλογγοί),
 560, 579, 580
 Parapóla (Παραπόλα)
 island, 420
 Parapotámia (Παραποτά-
 μια) pass, 219, 227,
 230, 652
 Parapóungi (Παραπούγ-
 γι), 495, 722
 Paraskevé (Παρασκευή),
 616
 Paravóla (Παραβόλα),
 321, 353
 Parker, Sir William, 62
 Parliamentary system:
see Deputies
 Parnassus (Παρνασσός),
 Mt., 19, 188, 189, 227,
 228, 229, 261, 401,
 653, 654
 Parnes (Πάρνης), Mt., 20,
 189, 190, 209, 211,
 214-215, 647, 700, 708.
 Parnon (Πάρνων) Mts.,
 23, 27-28, 139, 191,
 433, 437, 438, 440,
 441, 442, 444, 445,
 446, 447, 450, 451,
 454, 457, 459, 461,
 466, 467, 471, 553,
 720
 Páros (Πάρος) island, 151.
 (*See also* Volume II)
 Parthéni (Παρθένι), 244,
 247, 720
 Pasavá (Πασαβά), 462,
 476
 Pasavá R., 478
 Pashá bridge (Γεφύρι τοῦ
 Πασᾶ), 268, 270
 Pashá Magoula (Πασᾶ
 Μαγούλα), 268, 270
 Passádes (Πασσάδες), 208
 Passes, 186, 190, 214-215,
 218-219, 223, 228,
 230, 259, 260, 271,
 328, 378, 424, 441,
 475. (*See also* specific
 names)
 Passiá (Πασσιᾶ), 405
 Pastoral pursuits (*see*
also Cattle, Sheep,
 Goats):
 general remarks,
 78, 79, 90, 91, 98-
 99, 136, 137, 138,
 139, 140, 141, 145,
 146, 156, 170, 188
 eastern Greece, 207,
 226, 228, 231, 255,
 265, 305
 western Greece,
 342, 345, 348, 360,
 376
 Peloponnese, 420,
 439, 442, 454, 500,
 538, 553, 554, 555,
 563, 567, 569, 570,
 572, 573, 584, 591,
 594, 599, 601, 605,
 614, 624, 629, 632
 Pasture land: areas, 145
 Patéra (Πατέρα), Mt.,
 389, 390, 391
 Paths: general re-
 marks, 185-186, 196
 Patíssia (Πατίσσια), 210,
 701
 Pátoma (Πάτωμα), Mt.,
 384
 Pátro: *see* Patras
 Pátroi: *see* Patras
 Patras (Πάτραι, Πάτρα),
 74, 86, 106, 122, 123,
 130, 131, 154, 156,
 157, 162, 163, 164,
 166, 167, 172, 564-
 565
 climate, 41, 42, 43,
 44, 45, 46, 47, 48,
 49, 50, 51

- Patras (*continued*):
 communications,
 192, 200, 318, 389,
 400, 462, 532, 536,
 563, 564, 565, 566,
 576, 577, 584, 588,
 591, 592, 595, 596,
 598, 609, 613, 617,
 627, 638, 639, 704,
 710, 711, 714, 729
 Patras, Gulf of, 30, 31,
 140, 710, 714
 Patras plain, 31, 594
 Patras-Corinth Rail-
 way, 613, 625, 637,
 704, 705, 710-714
 Patras - Pýrgos - Olym-
 pia Railway, 562-563,
 637, 704, 705, 714-716,
 724
 Patriarch, 54, 116, 125,
 128
 Patriotism, 55, 84, 93,
 96, 100, 101, 130, 200
 Pávlitsa (Παύλιτσα), 526,
 529, 533, 551
 Pavlókastró (Παυλόκα-
 στρό), 597
 Pávliou (Παύλου), 254
 Páxos (Πάφος) island, 65.
 (*See also* Volume II)
 Pazaráki (Παζαράκι), 297,
 302
 Pears, 138, 464, 554.
 (*See also* Fruit)
 Pears, Prickly, 102, 104
 Peasants, 75, 83, 84, 90,
 97, 98, 99, 100, 101,
 106, 185
 Péfka, Megála (Μεγάλα
 Πεύκα) 206, 726
 Pegádi (Πηγάδι: Route
 64 B), 445
 Pegádia (Πηγάδια: Route
 75), 500
 Peiraiá, Peiraiéfs: *see*
 Piraeus
 Pelagiá (Πελαγιά), Mt.,
 256
 Peléki (Πελέκι), Port,
 250
 Pelekístra (Πελεκίστρα)
 spring, 618
 Pelion (Πήλιον), Mt., 17,
 18, 102, 147, 150, 283,
 285, 286, 292, 294,
 685, 686
 Pelion, Peninsula of, 17,
 102, 143, 283
 Pelion Railway: *see*
 Vólo-Meliés Railway
 Pélle, Néa (Νέα Πέλλα),
 231
 Peloponnese (Πελοπόν-
 νησος):
 administration: *see*
underspecific pro-
vinces
 agriculture, 98, 138,
 142, 143, 144, 145,
 146. (*See also* spe-
 cific products and
 under specific pro-
 vines)
 coasts (*see also* Ports,
 Póros, Spétsai,
 Hýdra): eastern,
 413, 433, 434, 435,
 436, 443, 447, 450;
 southern, 456,
 461, 478, 498, 500,
 503, 504, 506, 508,
 513, 514, 515;
 western, 513, 514,
 515, 518, 530, 532,
 533, 536, 563, 564,
 588; northern,
 563, 564, 588, 613,
 615, 625, 626, 627,
 628, 629, 630, 631
 communications,
 21, 190, 191, 192,
 389, 390, 398, 399,
 421, 426, 429, 461,
 475, 595, 728. (*See*
also under specific
 provinces)
 history, 53, 54, 57,
 58, 73, 74, 75, 76
 land tenure, 99
 physical geography,
 23-24, 150, 151,
 190, 191, 192, 473,
 475, 552, 555, 605.
 (*See also* specific
 physical features
 and under specific
 provinces)
- Peloponnese (*continued*):
 population and in-
 habitants, 72, 73,
 74, 75, 76, 82, 89,
 97, 100, 101, 102,
 106, 168, 412, 413,
 575, 626. (*See also*
 Mainotes)
 Pelotá (Πελοτά), 447
 Penal code, 122
 Peneios (Πηνειός) R., 17,
 18, 173, 187, 264, 265,
 285, 286, 288, 289,
 290, 291, 304, 305,
 307, 370, 374, 376,
 379, 380, 381, 382,
 383, 387, 665, 672,
 675, 682, 683, 694,
 696
 Peneios, Basin of: *see*
 Thessalian plains
 Peneios R., Bridge over,
 684
 Pentagioí (Πενταγιοί),
 351
 Pentámylos (Πεντάμυ-
 λος) R., 265, 271, 273,
 274, 296, 298, 303,
 306, 374, 661, 690
 Pénte Adérphia (Πέντε
 'Αδέρφια), Pass of,
 378, 385
 Pénte Skoúphia (Πέντε
 Σκούφια), Mt., 401,
 714
 Pentedáktylos (Πεντε-
 δάκτυλος), Mt.: *see*
 Taýgetus, Mt.
 Pentelicus (Πεντελικόν),
 Mt., 20, 21, 149, 151,
 190, 207, 212, 700,
 701, 702
 Pentepegádia (Πεντεπη-
 γάδια), 67
 Pepelenítsa (Πεπελε-
 νίτσα) nunnery, 618
 Péra Metóchi (Πέρα
 Μετόχι), 568, 569
 Perachóra (Περαχώρα),
 390, 392, 393
 Perachóra, Peninsula of,
 22, 23, 389
 Pérama (Πέραμα), 203,
 221

- Pergadi (Περγαντί), Mt., 326
- Perigiáli (Περιγιάλι), 635, 714
- Perísta (Περίστα), 343
- Peristéra (Περιστέρα), 621
- Peristéri (Περιστέρη) Mts., 14
- Perithóri (Περιθώρι), 629
- Pérkos (Πέρκος), 343
- Pérpeni (Πέρπενι), 446
- Persephlí (Περσεφλί) 295, 300, 301, 678, 688
- Pésia (Πέσια), 393
- Péta (Πέτα), 377
- Pétala (Πέταλα) island, 323
- Pétala, Port, 323
- Petalí (Πεταλί) islands, 241
- Petalídi (Πεταλίδι), 33, 505, 506, **507**
- Petriés (Πετρίες), 242
- Petrílou (Πετρίλου), 374, 386
- Petrína (Πετρίνα : Route 68), 463
- Petrína (Route 69), 474
- Pétrino (Πέτρινο : Route 32), 307
- Petrochóri (Πετροχώρι : Route 35), 321
- Petrochóri (Route 80), 519
- Phagás (Φαγάς), 224, 225, 258, 650
- Phálaros (Φάλαρος) R., 225, 651
- Pháleron, Néο and Palió (Néο Φάληρον, Παλιό Φ.), 154, 198, 199, 200, 202, 639, 698, 699
- Phamília (Φαμίλια), 342
- Phanári (Φανάρι : Route 31), 304, 381, 692, 693
- Phanári (Route 86), 550
- Phanári, Apáno (Ἀπάνω Φανάρι : Route 59), 413
- Phanári, Káto (Route 59), 413
- Phanári Magoulá (Φανάρι Μαγούλα : Route 31), 304, 693
- Phaneroméne (Φανερωμένη) monastery, 204
- Pharakláda (Φαρακλάδα), 522
- Pharakló (Φαρακλό), 456
- Phársala (Φάρσαλα), 150, 187, 188, 263, 264, **267**, 268, 269, 270, 271, 272, 280, 285, 298, 299, 300, 301, 302, 305, 374, 375, 383, 674, 679, 680, 681, 689
- Phársala, Plain of, 267, 674, 689
- Pharsalitis (Φαρσαλίτις), 268, 272, 302, 305, 374, 663, 689, 690
- Pheneós (Φενεός), Lake : see Phonía, Lake
- Phídaris (Φίδαρης) R., 318, 320, 342, 343, 344, 347, 348, 349, 350, 353, 670, 671
- Phigalia : see Tholó
- Phigalia (Φιγαλία), Ruins of, 529
- Philhellénion (Φιλελληνιον), 697
- Phília (Φίλια : Route 23), 274, 298
- Phília (Route 91), 603
- Phília, Cháni of (Route 91), 594, 595, 603, 604, 611
- Philiatrá (Φιλιατρά), 517, **521**, 523
- Philippiáda (Φιλιππιάδα), 317
- Philopappus (Φιλόπαπος) hill, 197, 199
- Phlámboura (Φλάμπουρα), 600
- Phlius (Φλιοῦς), Plain of, 23, 430
- Phlius, Ruins of, 406, 429
- Phlóka (Φλώκα), 520, 541
- Phlomochoóri (Φλομοχώρι), 479
- Phlóresi (Φλώρεσι), 386
- Phloriáda (Φλωριάδα), 313, 314, 315, 368, 369
- Phlórina (Φλώρινα), 170
- Phocis (Φωκίς), 74, 188, 189
- Phocis, Ancient, 219, 227
- Phocis, Plain of, 143, 188, 189
- Phokianó (Φωκιανό) bay, 447
- Phonaftika (Φοναφτικά), 575
- Phoniá (Φονιά), Basin of, 23, 24, 606, 607
- Phoniá, Lake, 425, 431, 547, 594, 607, 618, 623
- Phoniá, Plain of, 30, 622, 626
- Phoniás, Kalývia (Καλύβια Φονιάς), 623, 624
- Phoniátiko Potámi (Φονιάτικο Ποτάμι) R., 622, 623, 624, 630
- Phónissa (Φόνισσα) R. (Route 62) : see Kelephína R.
- Phónissa R. (Route 95), 613, 631
- Phóstaina (Φώσταινα), 585, 590
- Phouká (Φουκά), Mt., 398, 400, 401, 406, 713, 718
- Phourka (Φούρκα) pass, 18, 67, 188, 264, 265
- Phourná (Φουρνά), 273, 303, 371
- Phourná stream, 371
- Phournos (Φούρνος), 416
- Phourtzála (Φουρτζάλα) : see Thouría
- Phrangista (Φραγγίστα), 359, 365
- Phrankóskala (Φραγκόσκαλα), 358
- Phrankónvrysis (Φραγκόβρυσις), 23, 487, 488, 490, 547, 723
- Phroxyliá (Φροξυλιά), 341
- Phrygana, 147, 148
- Phtéri (Φτέρη), Mt., 15, 364

- Phthiotis-Phocis :
 administration, 230
 agriculture : *see*
 specific products,
 and routes under
 Communications
 below
 communications :
 see Routes 7, 8,
 17-24, 29, 42, 43,
 45, 46, 48, 49, and
 I (iii, iv), III
 physical geogra-
 phy : *see* specific
 physical features,
 and routes under
 Communications
 above
 population and in-
 habitants, 168
- Phýchtia (Φύχτια), 403,
 407, 719
- Phyle (Φυλή), Ruins of,
 214, 215
- Phylloxera, 142
- Piáda (Πιάδα) : *see* Epí-
 davro, Néο
- Pialí (Πιαλί), 442, 469,
 470
- Piána (Πιάνα), 553, 554,
 556, 561
- Pierian Mts., 17
- Pigs, 104, 137, 146
- Pikérmi (Πικέρμι), 208
- Pikérni (Πικέρνι), 426,
 428
- Piláph Tepé (Πιλάφ
 Τεπέ) defile, 287, 685
- Pinákates (Πινάκατες),
 284
- Pindus (Πίνδος) Mts.,
 11, 12, 13-16, 77, 78,
 80, 136, 147, 185, 186,
 187, 263, 304, 312,
 345, 362, 376, 671,
 688, 689, 693; agricul-
 ture, 136, 137
- Pine, 22, 101, 147, 208,
 209, 210, 211, 212,
 236, 248, 249, 257,
 389, 390, 393, 411,
 418, 440, 461, 464,
 496, 497, 501, 530,
 531, 532, 535, 539,
- 540, 541, 542, 548,
 549, 563, 568, 569,
 575, 582, 583, 584,
 586, 587, 590, 591,
 594, 596, 614, 615,
 617, 618, 619, 622,
 626, 627, 628, 631,
 632 633, 634, 647
- Piperítsa (Πιπερίτσα),
 492
- Piraeus (Πειραιεύς,
 Πειραιᾶ), 61, 62, 96,
 106, 108, 122, 124,
 154, 155, 156, 157,
 160, 161, 162, 163,
 166, 167, 172, 173,
 197, 198, 199, 200-
 203, 221, 397, 419,
 420, 431, 450, 452,
 459, 462, 646, 698,
 699, 704, 707, 708
- Piraeus-Athens-
 Corinth Railway,
 389, 390, 637, 698,
 704, 705, 707-710
- Piraeus-Athens-
 Lárisa-Salonica
 Railway, 187, 198,
 200, 219-220, 259,
 261, 288, 360, 637,
 638, 642, 644, 687,
 690
- Piraeus-Athens-Pelo-
 ponnese Railway, 198,
 200, 201, 203, 389,
 390, 470, 482, 518,
 530, 531-532, 638,
 639, 646, 698, 700,
 701, 704-707. (*See*
 also specific routes)
- Pirnátsa (Πιρνάτσα) R.,
 33, 482, 484, 485, 486,
 487, 491, 492, 493,
 523, 525, 527, 721,
 722
- Pirnátsa R., Plains of :
 see Messenian plains
- Pisáski (Πισάσκι), 519
- Pisónas (Πισῶνας), 245
- Pitsá (Πιτσᾶ), 613, 631
- Pitsakoí (Πιτσακοί), 600
- Pitsiá (Πιτσιᾶ), 526
- Pitsiotá (Πιτσιωτᾶ), 362
- Place-names. 196
- Plague, 73
- Pláka : *see* Leonídi
- Pláka (Πλάκα : Attica),
 150, 216
- Pláka bridge (Arta),
 377
- Plane-trees, 311, 379,
 460, 463, 485, 497,
 529, 610, 615
- Planitérou (Πλανιτέρου),
 605, 622
- Platea (Πλαταιαί), 220,
 223
- Platamóna (Πλαταμῶνα),
 666
- Platanáki (Πλατανάκι),
 444
- Platanías (Πλατανιάς),
 226, 652
- Plátanos (Πλάτανος :
 Route 24 C), 282
- Plátanos (Route 44),
 341, 342, 349, 350
- Plátanos (Route 62),
 436, 439
- Plátanos (Route 85),
 540, 583, 716
- Plátanos (Route 95),
 628, 712
- Plátanos (Route IV),
 671
- Plátanos R. (Route 62),
 439
- Platéa (Πλατέα), Port,
 323
- Platí (Πλατί), 641, 643,
 644, 667
- Platiáli (Πλατιάλι) : *see*
 Platéa, Port
- Platiána (Πλατιάνα), 549
- Plátsa (Πλάτσα), 498,
 500, 502
- Platýstomo (Πλατύ-
 στομο), 273, 361
- Pleistós (Πλειστός) R.,
 261
- Plessídi (Πλεσιδί), Mt.,
 283, 284. (*See also*
 Pelion, Mt.)
- Podogorá (Ποδογορά),
 611
- Podogorá, Cháni of, 367
- Podolovítsa (Ποδολο-
 βίτσα) 324

Polianá Mikrá (Πολιανὰ
Μικρά), 381
Políani (Πολιάνι), 485,
489
Police, 104, 124, 200,
224, 226, 230, 239,
241, 243, 251, 259,
266, 267, 269, 278,
279, 292, 303, 304,
309, 312, 315, 316,
319, 329, 331, 337,
344, 391, 396, 403,
407, 416, 418, 419,
420, 424, 442, 452,
460, 462, 465, 475,
477, 482, 492, 512,
521, 522, 536, 551,
560, 564, 571, 601,
616
Politics, 84, 86, 94, 95,
96, 108, 117
Politiká (Πολιτικά), 248
Polítsa (Πολίτσα), 377
Polyána (Πολυάνα), 503
Polyándrion (Πολυάν-
δριον) tumulus, 233
Polytechnic of Athens,
131, 132, 200
Polydéndri (Πολυδένδρι),
293
Pontikókastro (Ποντικό-
καστρο), 716
Pontinós (Ποντινός), Mt.,
422, 719
Popular language, 113-
115. (See also Lan-
guage)
Population, 72, 76, 81,
168-172, 554. (See also
under specific towns)
Poretzou (Πορετζού),
577
Porí (Πορί), 294
Póros (Πόρος), 76, 162,
397, 415, 418
Póros, Bay of, 415
Porphyry, 454, 459
Porrovítsa (Πορροβίτσα),
629
Portáikos (Πορτάϊκος) R.,
380
Portariá (Πορταριά), 284
Pórtes (Πόρτες: Route
89 B), 585, 586

Pórtes pass (Route 50),
376, 380, 381, 387
Pórtes pass (Route 60 B),
24, 426, 428, 432
Pórto Chéli (Πόρτο Χέλι),
416
Pórto Kálio (Πόρτο Κά-
λιο), 478, 480, 505
Pórto Mándri (Πόρτο
Μάνδρι), 703
Ports and harbours:
general remarks,
136, 161-162
E. coast (including
Attica and Eu-
boea), 201-202,
230, 239, 241, 243,
249, 250, 253, 254,
255, 256, 276, 277,
278, 279, 283, 284,
289, 391, 392, 394,
397, 672, 680, 685
W. coast (to gulf of
Patras), 309, 315,
316, 317, 319, 323,
324, 327, 329, 330,
331, 332, 333, 564-
565, 567, 614
gulf of Corinth,
259, 319, 333, 334,
396, 401, 564-565,
614, 615, 616-617,
630, 631, 633
Peloponnese: E.
and SE. coasts,
394, 407, 408, 411,
414, 415, 416, 418,
419, 420, 435, 442,
443, 446, 447, 448,
449, 450, 452, 455,
460, 462, 476, 479;
W. and SW. coasts,
477, 478, 482-483,
498, 500, 501, 502,
503, 504, 505, 507,
508, 509, 510, 512,
513, 516, 518, 521,
522, 532, 534, 536,
537, 538, 567, 571,
572-573
Poseidonía (Ποσειδωνία),
392, 395, 396
Post and post offices,
173-174, 200. (See also

specific towns and
villages)
Potámi (Ποτάμι) R.,
702
Potamiá (Ποταμιά: Route
12 A), 243, 727
Potamiá, Ano and Káto
(Route 95), 628
Potamiá R. (Route 27 B),
293
Pótamo (Πόταμο), 460,
461
Potamouli (Ποταμούλι)
stream, 665
Potamounia (Ποταμού-
νια), 241
Pottery, 397
Pouléthra (Πουλῆθρα),
446
Poultry, 90, 146
Póunta (Πούντα), 66,
317, 330
Pourliá (Πουρλιά), 666
Pournaráki (Πουρναρά-
κι) pass, 229, 654
Pournariou, Kalývia
(Καλύβια Πουρναριού),
362
Pournarókastro (Πουρ-
ναρόκαστρο), 595, 596
Póurno (Πούρνο), 246
Powder-factories and
magazines, 202, 205,
221. (See also Dyna-
mite).
Pozzolana, 151, 152
Prámanta, 377
Prastós (Πραστός), 439
Prastós valley, 439
Prevetós (Πρεβετός)
bridge, 591, 597
Préveza (Πρέβεζα), 66,
167, 174, 316, 317,
376, 640
Préveza strait, 317, 330
Prickly pear: see Pears
Prisons, 121, 123-124
Proásteion (Προάστειον),
501
Pródromos (Πρόδρομος),
326
Proërna (Προέρνα) ruins:
see Gynaikókastro
Promýri (Προμύρι), 283

Prónoia (Πρόνοια), 407, 409, 721
 Pronunciation, 110-113, 193
 Prophétes Elías (Προφήτης Ἑλίας), Mt., 420
 Prosgóli (Προσγόλι) Mts., 14
 Proskyná (Προσκυνά), 255
 Prossós (Πρωσσός), 186, 345, 352, **354**, 357
 Prossós R., 354
 Prostonás (Προστονάς), 353
 Prostovítsa (Προστοβίτσα), 591, 593
 Próte (Πρώτη) island, 520
 Protestants, 129
 Protocol of 1830, 61
 Prussia, 64
 Psachná (Ψαχνά), 21, 245, 246, 247, 248
 Psará (Ψαρά) island, 58, 419. (*See also* Volume II)
 Psará, Mt., 252
 Psará, Néa: *see* Erétria
 Psári (Ψάρι: Route 61), 430
 Psári (Route 81 B), 527
 Psári (Route 88), 570
 Psári, Mt. (Route 64), 434, 444, 445, 446, 458
 Psaromýta (Ψαρομύτα), Cape, 334
 Psathópyrgos (Ψαθόπυργος), 612, 615, 711
 Psilá Déndra (Ψιλά Δέντρα), 289
 Psilé Koryphé (Ψιλή Κορυφή), Mt., 328
 Psilé Panagiá (Ψιλή Παναγιά), Mt., 310, 311
 Psilé Ráche (Ψιλή Ράχη), Mt., 266
 Psophís (Ψωφίς) ruins, 577
 Psychró (Ψυχρό), Mt., 33, 523
 Pteleó (Πτελεό), 277, 278

Ptéri (Πτέρι), 619
 Ptéri, Mt., 31, 618, 619
 Public life, 95-96. (*See also* Politics)
 Pulse, 363. (*See also* Beans and Lentils)
 Purist language, 115. (*See also* Language)
 Pýla (Πύλα), 512
 Pýli (Πύλι), 249
 Pýlos (Πύλος), 123, 191, 482, 507, 508, 510, 511, 512, 514, 515, 517, 518, 519
 Pyrgetó (Πυργετό), 289, 645, 665
 Pýrgos (Πύργος: Route 12), 243
 Pýrgos (Route 75, mile 21½), 501
 Pýrgos (Route 75, mile 39½), 479, 503
 Pýrgos (Route 80), 520
 Pýrgos (Route 83), 122, 123, 154, 172, **535-536**; communications, 192, 524, 532, 535, 536, 537, 538, 539, 540, 548, 559, 561, 562, 575, 576, 581, 583, 587, 589, 593, 597, 599, 704, 716, 717, 724
 Pýrgos (Route 94), 94
 Pýrgos (Route I), 647
 Pýrgos-Katákolo Railway, 537, 637, 638, 704, 717
 Pýrgos-Kyparissía-Zevgolatió Railway, 524, 638, 705, 706, 716, 722, 724-725
 Pýrgos plain (Route 83), 32, 141, 531, 575
 Pynáki (Πυνάκι), 243
 Pyrrí (Πυρρί: Route 7), 224, 650
 Pyrrí (Route 85), 542

Q

Quails, 459, 480, 505

R

Ráchais (Ράχαις: Route 24 A), 277
 Ráchais (Route 89 A), 580
 Rachí (Ραχί), 651
 Ráchova (Ράχωβα), 629
 Radovízi (Ραδοβίτσι), 377
 Ráfti (Ραῦτι), 550
 Raftópoulo (Ραυτόπουλο), 364
 Railways:
 general information, 184, 637-640. (*See also* specific lines and routes)
 Light, 209, 619, 626-627, 628
 projected, 470, 474, 640, 654, 670, 708, 727
 stations, 201, 203, 565, 638, 639, 641, 645, 646, 680, 729. (*See also under* specific railways)
 Rainfall, 35, 36, 38-39, 48-49, 134-135, 136, 147, 183, 404, 553
 Raisins, 538, 564
 Raphéna (Ραφήνα), 208
 Ráphte (Ράφτη: Route 85), 543
 Ráphte, Port (Route 6), 207, 217
 Rapsáne (Ραπάνη), 290, 291, 388
 Rapsísta (Ραψίστα), 381
 Rapsommáti (Ραψομαμάτι), 474, 490
 Rasína (Ρασίνα), 464
 Rasteré (Ραστερέ), 420
 Rechéa (Ρηχέα), 449
 Rekoúni (Ρεκούνη), 544, 559
 Religion, 83, 91-93, 97, 100-101, 116, 125-129, 170, 520
 Rendína (Ρεντίνα), 371
 Rénesi (Ρένεσι: Route 85), 544
 Rénesi (Route 90), 590
 Rengíni (Ρεγγίνη), 232

Rénglia (Ῥήγγλια), 501
 Reouzi (Ῥεούζι), 241
 Resin, 155
 Retentou (Ῥερεντου), 587
 Réthymno (Ῥέθυμνο), 129, 172
 Retouini (Ῥετούνι), 569, 570, 571, 572, 575
 Rétsani (Ῥέτσανι), 292
 Retsóna (Ῥετσώνα), 236
 Revenues, 163, 164, 165.
 (See also Finance, Monopolies, and Taxation)
 Révma, Megálo (Μεγάλο Ῥεύμα), 208
 Revolution of 1862, 62
 Revolvers: see Fire-arms
 Rhamnus (Ῥαμνούς): see Onvriónakastro
 Rhion (Ῥίων), 123, 319, 614, 711. (See also Kástro Roumeliás)
 Rhion, Cape, 613
 Rhion, Plain of, 31
 Rhodes (Ῥόδος), 53. (See also Volume II)
 Rice, 136, 146, 381, 403
 Rifles: see Fire-arms
 Rigani (Ῥίγανι), Mt., 320, 341, 342
 Riólo (Ῥιόλο), 570
 Rípesi (Ῥίπσι), 526
 Rísoto (Ῥίσοτο), 535
 Ritó (Ῥιτό), 411
 Rivers and streams, 35, 173, 185, 674. (See also Torrents and Fords)
 Rívios (Ῥίβιος), Lake, 314, 315
 Rizáreion Seminary, 133
 Rízes (Ῥίζες), 442
 Rízi (Ῥίζι) plain, 268
 Rizómylo (Ῥιζόμυλο: Route 26), 287, 294, 295
 Rizómylo (Route 95), 627, 712
 Roads: general remarks, 183-184, 196
 Rogoi (Ῥωγοί), 620
 Roínó (Ῥοινό), Mt., 720
 Roítika (Ῥοίτικα), 714

Roman Catholics, 53, 61, 62, 82, 83, 126-127, 129, 170, 199
 Romanou (Ῥωμανού), Cháni of, 517, 519, 520
 Romanou R., 518, 519
 Románs, 52, 72, 73, 78
 Rómesi (Ῥώμεσι), 575
 Romioí, 72, 73
 Romoustaphá (Ῥωμουσταφά), 514
 Rouga (Ῥούγα) bay, 329
 Roumania and Roumanians, 78, 80, 81
 Roup (Ῥούφ) station, 646
 Roupfiás, Cháni of the (Χάνι τοῦ Ῥουφιᾶ), 542
 Roupfiás (Ῥουφιᾶς) R.: see Alpheios R. and Ládon R. (Arcadia)
 Roussiko (Ῥούσικο), Mt., 31, 619, 628
 Roussou (Ῥούσου), 275, 372
 Roustópoulos Academy, 132
 Rousvánaga (Ῥουσβάνα), 474, 487
 Routsi (Ῥούτσι), 474, 723
 Roviá (Ῥοβιά), 551
 Roviáta (Ῥοβιάτα), 575
 Roviés (Ῥοβιές), 250
 Russia, 37, 62, 162, 176, 331, 448, 513; policy in Greece, 58, 59, 61, 63, 64, 65, 68
 Rye, 144

S

Sabalí (Σαπαλί), 306
 Sabánaga (Σαμπάναγα), 570, 571, 588
 Sabáriz (Σαμπάριζα), 415
 Sacharítsa (Σαχαρίτσα), Mt., 708
 Sagéika (Σαγέικα), 569, 715
 Sagiá (Σαγιά), Mt., 476, 479

Sagmatás (Σαγματᾶς) Mts., 649
 Saitás (Σαϊτᾶς), Mt., 425, 594, 595, 604, 607, 618, 624
 Sakalár (Σακαλάρ), 287
 Sakarétsi (Σακαρέτσι), 368, 369
 Salagorá (Σαλαγορά), 317
 Salamis (Σαλαμίς: island), 69, 162, 174, 203, 204, 391, 396, 708; inhabitants, 76
 Salamis Arsenal, 204, 221, 222, 708
 Salamis ferry: see Pérama
 Salamis town: see Koulóuri
 Salamvriá (Σαλαμβριά: Route 24 A) R., 278, 282
 Salamvriá R. (Route 50): see Peneios R.
 Salmeniko (Σαλμενίκο) R., 613, 614, 615
 Salmeníkou, Kalývia (Καλύβια Σαλμενίκου), 614
 Sálona (Σάλωνα), 123, 184, 186, 188, 219, 220, 228, 258, 259, 261, 335, 336, 338, 339, 352, 639, 640, 654
 Sálona bay (or Bay of Krissa), 60, 258, 259
 Salónica (Σαλονίκη, Θέσσαλονίκη), 71, 80, 95, 119, 129, 131, 144, 156, 160, 161, 162, 164, 166, 167, 170, 172, 174, 200, 218, 220, 269, 288, 383, 384, 638, 639, 641, 642, 643, 644, 646, 667
 Salónica-Monastir Railway, 639, 640, 643, 666, 667
 Salónica-Üsküb Railway, 666, 667
 Salt, 151, 152, 455, 499, 570, 645

- Samári (Σαμάρη), 322
 Samikón (Σαμικόν), 531, 534, 724
 Samos (Σάμος), 167, 170, 172. (See also Volume II)
 Sandáni (Σαντάνι), 494
 Sandáva (Σαντάβα) R., 499, 500
 Sága (Σάγα), 428
 San Nikólo bay: see Hágios Nikólaos bay
 Santa Maura (Σάντα Μαύρα): see Lefkás
 Santa Maura, Fort, 331, 332
 Santaméri (Σανταμέρι), 585, 589, 590
 Santaméri Mts., 32, 569, 584, 585, 586, 715
 San Viv (Σάν Βίβ): see Prophétes Eliás
 Saracens, 53
 Sarakináda (Σαρακινάδα), 524
 Saránda Pótamos (Σαράντα Πόταμος) R., 424, 442, 468, 469, 720
 Saratzás (Σαρατζάς), 509
 Saraváli (Σαραβάλι), 596, 597
 Sardinina. (Σαρδίνινα), 314
 Sarmousaklí (Σαρμουσακλί), 276
 Saromáta (Σαρομάτα), Mt., 189, 227, 228, 233, 653, 654
 Saronic gulf, 411, 709
 Sartzilár (Σαρτζιλάρ), 287, 294
 Satómbasi (Σατόμπασι), 388
 Savvália (Σαββάλια), 574
 Savvani (Σαββανί), 610
 Schematári (Σχηματάρη), 210, 211, 224, 237, 642, 646, 649, 668
 Schematári-Chalcis Railway, 237, 641, 649, 668
 Schisté (Σχιστή), 260, 261, 262, 263
 Schoínos (Σχοίνος), 393
 Schools, 130-132, 135, 269, 278, 283, 342, 408, 556, 564. (See also Education and under Athens)
 Selianá (Σελιανά), 629-
 Selianítika (Σελιανίτικα), 711
 Selim Tsaóusi (Σελίμ Τσαούσι), 574
 Selínitsa (Σελινίτσα), 501
 Sélitsa, Ano (Ἄνω Σέλιτσα), 499
 Sélitsa, Kato, 499
 Selítsani (Σελίτσανι), 289
 Sephéri Bey (Σεφέρι Μπέη), 209
 Sepólia (Σεπώλια), 221, 708
 Serbia, 70, 71
 Serbo-Bulgarian Treaty, 70
 Sériphos (Σέριφος) island, 149, 151. (See also Volume II)
 Sermeníko (Σερμενίκο) R., 386
 Serrés (Σερρές), 131, 151, 167, 170, 172
 Séssa (Σέσσα), Mt., 524, 725
 Shar Mts., 11
 Sheep, 98, 104, 136, 137, 139, 145, 146, 156, 207, 454, 459, 518, 553, 554, 563, 595, 632
 Shipbuilding, 154, 161-162, 258, 420, 537, 565
 Shipping, 156, 157-162, 173, 201, 202. (See also Ports, Shipbuilding, and Mercantile marine)
 Shkyp, 75
 Shkypetars, 75
 Siáchou (Σιάχου), 650
 Siámi (Σιάμι), 386
 Siaterlí, Kato (Κάτω Σιατερλί), 268, 299
 Siátista (Σιάτιστα), 382
 Sicyon (Σικυνών), Ruins of, 633
 Sídera (Σίδερα) bridge, 359
 Siderókastro (Σιδηρόκαστρο), 526, 528, 532, 725
 Sigouíni (Σιγούνι), 602
 Silk, 98, 136, 140, 144, 154, 157, 293, 305, 419, 425, 463, 465, 483
 Silver, 148, 149, 150, 152, 157. (See also Lead)
 Símia (Σίμια), 251
 Símiza (Σίμιζα), 494
 Simópoulo (Σιμόπουλο), 589
 Síμου (Σίμου), 350
 Sináno (Σινάνο): see Megalópolis
 Sióumbasi (Σιούμπασι), 269
 Síphnos (Σίφνος) island, 149, 150, 151. (See also Volume II)
 Sitísta (Σιτίστα), 347
 Sítsova (Σίτσοβα), 496
 Sívista (Σίβιστα), Gorge of, 365
 Skála (Σκάλα: Route 66), 453
 Skála (Route 72 A), 481, 485, 493, 722
 Skáles (Σκάλες) pass, 24, 426, 429
 Skaphidáki (Σκαφιδάκι), 422
 Skaphidákia, Paliá, 421
 Skaphidiá (Σκαφιδιά), 537, 716
 Skaramangá (Σκαρμαγγά) convent, 221
 Skaramangá, Mt., 21, 190, 203, 221, 222, 708
 Skardamóula (Σκαρδαμούλα): see Kardamýle
 Skármitsa (Σκάρμιτσα), 272, 643, 645
 Skármitsa-Domokó station, 643, 645, 662

Skendérage (Σκεντέρ-
αγα), 232
Skéti (Σκέτι or Σκύτη),
293
Skiada (Σκιάδα), 591
Skipetars: see Shkype-
tars
Skipeza (Σκίπεζα), Mt.,
24, 425, 431, 624
Sklátaina (Σκλάταινα),
380
Sklavochóri (Σκλαβο-
χώρι), 464, 465
Sklerou (Σκληρού), 589
Skléthro (Σκληθρο), 294
Skóna (Σκώνα): see
Paloukoráchi, Mt.
Skopós (Σκοπός), Mt.,
716
Skórdi (Σκόρδι): see
Olympos, Mt. (Attica)
Skortsinoú (Σκορτσινού),
473
Skoteiné (Σκοτεινή), 428,
430
Skoteiné, Pass of, 431
Skoteiné R., 431
Skoteinó Langádi (Σκο-
τεινό Λαγκάδι) R., 463
Skotiná (Σκοτινὰ) R., 666
Skotiní Vounó (Σκοτινί
Βουνό), 22, 243, 246
Skotoússa (Σκοτούσσα),
Ruins of, 689
Skoulíkyrý (Σκουλικα-
ρύα) stream, 377
Skoupa (Σκούπα), 631
Skoupéiko (Σκουπέϊκο) R.,
630, 631
Skoupi (Σκούπι), 579
Skoura (Σκούρα), 458
Skourochóri (Σκουρο-
χώρι), 537, 576, 716
Skourta (Σκούρτα) plain,
215
Skoutári (Σκουντάρι), 478
Skoutári bay, 478
Skripou (Σκριπού), 219,
226, 231, 651
Skroponéri (Σκροπονέρι)
bay, 256, 257
Skroponéri, Mt., 255,
256
Skýros (Σκύρος) island,

60, 149, 151. (See also
Volume II)
Slavs, 53, 72, 73, 74, 75
Smarlína (Σμαρλίνα), 532
Smérna (Σμέρνα), Mt.,
534, 549
Smigós (Σμιγός) R., 15,
373, 378, 379, 385,
386
Smókovo (Σμόκοβο :
Route 23), 274
Smókovo (Route 43),
339, 371
Smoliótikos (Σμολιώτι-
κος) R., 17
Smýla (Σμύλα), 540
Snow, 39, 185, 223, 379,
462, 482, 495, 553,
599, 632
Soap-works, 154, 202,
222, 230, 419, 508
Sobonko (Σομπονίκο),
353, 354
Social conditions, 86-
108
Société Hellénique de Vins
et Spiritueux, 142, 153,
154
Société Métallurgique du
Lavrión, 149, 150, 216
Soláki (Σολάκι), 486
Sólos (Σόλος), 621
Sophádes (Σοφάδες), 271,
274, 297, 298, 303,
371, 374, 690, 691
Sophaditikos (Σοφαδίτι-
κος) R.: see Pentámy-
los R.
Sophilikó (Σοφικό), 411
Sopi (Σώπι), 587
Sopotó (Σοπωτό), 578,
579, 610
Sorós (Σωρός), Mt., 224,
236, 649
Sórovich (Σόροβιτς), 640
Sorovigli (Σωροβίγλι),
308, 313
Sóste (Σώστη), 588
Soudená (Σουδενά), 602,
605, 620
Souléika (Σουλέϊκα), 596
Souleimánaga, (Σουλεϊ-
μάναγα), 572
Soulés (Σουλές), 335

Soulétsi (Σουλέτσι), 272
Souli (Σούλι: Route 90),
589
Souli (Route 91), 596
Souli (Route 95), 634
Souli, Áno (Ἄνω Σούλι :
Route 4), 209
Soulimá (Σουλιμὰ), 526
Soulinári (Σουλινάρι :
Route 7), 225
Soulinári ravine (Route
57), 409
Souñion: see Sunium
Sourlá (Σουρλά), Mt.,
300, 689
Souрпи (Σούρπι), 278, 282
Sousáki (Σουσάκι), 394,
709
Soustiáni (Σουστιάνι), 471
Souvála (Σουβάλα: Route
24 A), 277
Souvála, Áno (Ἄνω Σου-
βάλα: Route 7), 228,
653
Souvála, Káto (Route 7),
228, 654
Souvardó (Σουβαρδό), 620
Spáides (Σπαΐδες), 236,
237
Spanish inhabitants of
Greece, 83
Spanochóri (Σπανοχώρι),
486
Sparta (Σπάρτη), 107,
123, 154, 184, 192,
465-466; communi-
cations, 184, 433, 438,
440, 442, 443, 444,
445, 446, 450, 451,
452, 454, 456, 457,
458, 459, 461, 465,
466, 467, 470, 471,
472, 475, 481, 487,
490, 495, 496, 498,
640
Sparta, Plain of, 29,
140, 192, 438, 461,
462, 465-466, 468
Spartiá (Σπαρτιά), Mt.,
232
Spartiás (Σπαρτιάς); 353
Spártos (Σπάρτος), 329
Spáta (Σπάτα: Routes 4
and 6), 207, 208, 217

Spáta (Route 5 B), 213
 Spáta (Route 88), 570
 Spathári(Σπαθάρι: Route 13), 249
 Spathári (Route 87), 560
 Speliá(Σπηλιᾶ), 289, 290, 291
 Spercheios (Σπερχειός) R., 18, 19, 188, 189, 229, 230, 233, 234, 270, 271, 339, 348, 360, 361, 362, 370, 651, 654, 659
 Spercheiós station, 641, 658
 Spercheios valley, 219, 229, 335, 344, 348, 651. (See also Lamia and Phthiotis)
 Sperchougíá (Σπερχουγιά), 484
 Spétsai (Σπέτσαι) island and town, 58, 76, 413, 416, 419, 420
 Spetsopoula (Σπετσοπούλα), 420
 Sphacteria (Σφακτηρία) island, 512, 513
 Sphagiá (Σφαγιά): see Sphacteria island
 Sphakiotes, 74
 Sphinx, Mt.: see Phagás, Mt.
 Spinássa (Σπινάσσα), 371
 Spirelou (Σπιρέλου), 385
 Spíria (Σπίρια), Mt., 406
 Spirits, 153, 157, 230, 536
 Spodiána (Σποδιána), 592, 599
 Spoláita (Σπολαίτα), 311, 313, 315, 367, 368
 Sponges, 157, 397, 408, 416, 419, 420
 Sporades: see Northern Sporades
 Stágous (Στάγους): see Kalabáka
 Stakási (Στακάσι), 278
 Stákliá (Στάκλια) Mts., 147, 310, 311, 318, 322
 Stamáta (Σταμάτα), 213

Stamná (Σταμνᾶ), 308, 310, 326, 671
 Staniátes (Στανιάτες), 211
 Stánou (Στάνου), 315
 Stavló (Σταυλό), 344
 Stavrí (Σταυρί), Cape, 478, 479
 Stavrí peninsula, 478, 479
 Stavrodrómi tou Méga (Σταυροδρόμι του Μέγα), 262
 Stavrós (Σταυρός), Cape, 277
 Stavrós Mts., 14
 Steamship lines, 173, 255, 395
 Stemnitsa (Στεμνίτσα), 475, 554, 555, 561, 612, 729
 Stená (Στενά) pass (Route 33), 311
 Stené (Στενή: Route 12 C), 245, 246, 247, 248
 Stené (Route 21): see Schisté
 Stené Goniá (Στενή Γωνιά), 323
 Stenó (Στενό: Route 60 A), 424, 720
 Stenó (Route 94), 622
 Stenó bridge (Route 43), 336, 337
 Stenó pass (Route 43), 335, 336, 337, 346, 350, 351
 Sténoma (Στένωμα), 359, 363
 Stenyclarium (Στενυκλάριον) plain, 34
 Stephaniá (Στεφανιά), 453, 463
 Stephanossaiíous (Στεφανωσσαίους), 381, 694
 Stérna (Στέρνα), 407, 426, 427
 Stimánga (Στιμάγκα), 406, 429
 Stíris (Στίρις), 262
 Stómbi (Στόμπι), 712
 Stómio (Στόμιο), 631
 Stómion tes Panagiás

(Στόμιον τῆς Παναγιάς), 529
 Sto Plátano, Cháni (Χάνι στού Πλάτανο), 358
 Stóungo (Στοῦγγο), 387
 Stóura (Στούρα), 22, 241
 Stratos (Στράτος) ruins, 313
 Stravótsali (Στραβότσαλι), 277
 Streams: see Rivers
 Streganiás (Στρηγανιάς), 353
 Stréphi (Στρέφι: Route 77), 511
 Stréphi (Route 85), 540, 541, 716
 Strézoza (Στρέζοβα), 579, 611
 Strómi (Στρώμι), 338
 Strophýli (Στροφύλι), 701
 Strópones (Στρόπωνες), 246
 Stroungais (Στρούγγαις), 605
 Strovitsi (Στροβίτσι), 533
 Strovitsi R.: see Tholó R.
 Struma (Στρυμών or Στρούμα) R., 173
 Stylís (Στυλís), 188, 230, 275, 276, 295, 642, 645, 659, 669
 Stylís gulf: see Maliae gulf
 Stymphalus (Στυμφαλία), Lake, 200, 406, 428, 430, 431, 624, 625
 Stymphalus plain, 23, 30, 623, 626, 632, 634
 Stýrphaka (Στύρφακα), 270, 659, 660
 Styx (Στύξ) R., 30, 621, 622, 628, 712
 Suda (Σούδα) bay, 162
 Suffrage, 116, 119
 Sugar, 135, 137
 Sulphate of lime, 152
 Sulphur, 151, 152
 Sunium (Σούνιον), Cape, 190, 206

Superstition : *see* Religion
 Supreme Court of Appeal : *see* Justice
 Survey of Greece, 6, 7
 Svéna (Σβήνα), 502
 Sviroú (Σβιροῦ), 629
 Sychená, Áno ('Ανω Συχενά), 613
 Sychená, Káto, 613
 Sykámino (Συκάμινο), 211
 Sykéa (Συκία : Route 66), 451, 456
 Sykiá (Συκιᾶ : Route 43), 338
 Sykiá (Route 95), 633, 713
 Syllíma (Συλλίμα), 490, 553, 554, 555, 561
 Synevró (Συνεβρό), 629
 Syngrelou (Συγκρέλου), 344
 Syngros (Συγγρός), Boulevard, 198
 Synísta (Συνίστα), 343
 Sýnora (Σύνορα) : *see* Pappapóuli
 Syntekno (Σύντεκνο) : *see* Pantiópoulos
 Syra (Σύρος), 107, 123, 129, 150, 154, 160, 161, 162, 166, 167, 172, 173, 174, 202 ; climate, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51. (*See also* Volume II)
 Syrání (Συρπάνι), 578, 579, 610
 Sýrtzi (Σύρτζι), 236
 Sýrtzi-Hýpaton station, 649
 Sývista (Σύβιστα), 622

T

Tabakli (Ταμπακλί), 297
 Taenarum (Ταίναρον) : *see* Matapan, Cape
 Taka (Τάκα) marsh, 469, 472, 723

Tanagra (Τάναγρα), 211, 649
 Taousáni (Ταουσάνι), 375
 Tápia (Τάπια), 277
 Tárapsa (Τάραψα), 463, 464
 Tarátssa (Ταράτσα), 265, 280
 Tartári (Ταρτάρι), Mt., 610
 Tatári (Τατάρι), 268, 270
 Tatárna (Τατάρνα).
 Bridge of, 359, 360, 365, 366, 367
 Tatárna, Kástro, 359, 365, 366
 Tatárna monastery and village, 345, 359, 365
 Tatóï (Τατόϊ), 119, 209, 210, 647, 648
 Tatóï-Dekeleía station, 647
 Tavérna (Ταβέρνα), 516
 Távla (Ταῦλα), Cháni of, 535
 Taxation, 117, 121, 122, 164, 165
 Taxiárches (Ταξιάρχης) monastery, 618
 Taygetus (Ταΰγετος), Mt., 23, 29, 34, 103, 149, 151, 191, 192, 445, 457, 461, 463, 464, 465, 466, 467, 470, 471, 472, 473, 474, 476, 482, 484, 486, 489, 495, 496, 497, 498, 499, 500, 501, 502, 553, 722
 Tegea (Τεγέα), 425, 442
 Tegea, Plain of, 424
 Teichió (Τειχιό), 436
 Tekeli (Τεκελί), 306
 Tekés (Τεκές), 268
 Telegraphs, 173-174, 642, 676. (*See also* specific towns)
 Telephones, 173-174, 203. (*See also* specific towns)
 Teméni (Τεμένι), 627, 711, 712
 Tempe (Τέμπη), Vale of,

17, 187, 285, 288, 388, 665
 Temperature, 35, 36-37, 42-47
 Ténos (Τήνος), 83, 92, 129, 151. (*See also* Volume II)
 Térvna (Τέρνοβα), 343
 Tetrági (Τετράγι), Mt., 33, 486, 527, 723
 Thána (Θάνα), 470
 Thána, Ridge of, 723
 Tharrounia (Θαρρούνια), 244, 247
 Thasos (Θάσος), 152, 167, 170, 174. (*See also* Volume II)
 Thebes (Θήβα or Θῆβα), 20, 107, 124, 187, 189, 190, 209, 214, 215, 218, 220, 224, 235, 237, 238, 255, 258, 391, 398, 646, 649, 650, 651, 708
 Thebes, Plain of, 189, 219, 220, 223, 224, 236, 258
 Theológos (Θεολόγος), 438, 468
 Theophilou (Θεοφίλου), 711
 Théra (Θήρα), 83, 90, 107, 129, 151, 167 ; climate, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51
 Therianou (Θεριανού), 566, 584
 Therikó (Θερικό) : *see* Thorikó
 Thermési (Θερμησί), 415
 Thermopylae (Θερμοπύλαι), 187, 189, 220, 227, 228, 229, 230, 233, 234, 335, 653
 Theseíon (Θησείων) station : *see* under Athens
 Thespieae (Θεσπιαί), Ruins of, 235
 Théspius (Θέσπιος) R. : *see* Kanavári R.
 Thessalian plains, 17-18, 78, 137, 264, 265, 266, 271, 272, 274,

- 275, 285, 288, 293,
294, 295, 296, 300,
301, 303, 304, 370,
372, 376, 379, 380,
386, 387, 661, 662,
672, 674, 685, 686,
696
- Thessalian Railway,
639, 670, 672-684.
(See also specific
routes)
- Thessaly :
administration,
269, 304
agriculture, 97, 135,
137, 138, 139, 143,
144, 145, 146, 154.
(See also specific
products, and
routes under
Communications
below)
- climate, 37, 39, 41,
42-43, 44-45, 46-
47, 48-49, 50-51
- communications :
see Routes 22-32,
49-51 and I (iv,
v), V, VI, VII and
pp. 184, 185, 186,
187
- history, 62, 64, 65-
67, 160, 168. (See
also Military topo-
graphy)
- physical geography,
11, 16, 18, 149,
150, 151. (See also
specific physical
features, and
routes under
Communications
above)
- population and in-
habitants, 74, 77,
78, 80, 82, 102,
129, 168, 169
- Thénai : see Thebes
- Tholeró (Θολερό), 633
- Tholó (Θολό), 724
- Tholó R., 629, 724
- Thorikó (Θορικό), 703
- Thouría (Θουρία), 484,
488, 489, 721
- Thourion (Θούριον)
Mts., 652
- Thriasian plain (Θρια-
σικὸν πεδίον), 21, 708
- Thrónion (Θρόνιον), 232
- Thunderstorms, 39, 183,
553
- Thyréa (Θυρέα) : see
Teichió
- Timber : see Wood
- Tiryns (Τίρυνς), 408, 721
- Tobacco, 97-98, 107, 135,
136, 137, 138, 139,
143, 145, 146, 157,
161, 163, 164, 187,
230, 278, 303, 305,
312, 322, 403, 404,
407, 408, 417, 424,
425, 427, 456, 465,
564, 578, 645, 653,
689
- Tóibasi (Τόιμπασι), 291
- Tólo (Τόλο), 409, 418
- Toplítsa (Τοπλίτσα) R.,
667
- Topólia (Τοπόλια : Route
17), 254, 257
- Topólia (Route 20), 260
- Topólia R. (Route I,
v), 666
- Toporista (Τοπορίστα),
604
- Topouslár (Τοπουσλάρ),
287, 294, 296, 686, 687
- Topsín (Τοψίν), 666, 667
- Torrents, 183, 186, 321,
341, 403, 440, 626,
673, 674. (See also
Rivers)
- Tóskesi (Τόσκεσι : Route
72 A), 486
- Tóskesi, Cháni of (Route
90), 590
- Totsítsas, Michael, 92
- Tourkochóri (Τουρκο-
χωρί), 292
- Tourkoléka (Τουρκο-
λέκα), 485, 488, 489
- Tourkomaslí (Τουρκο-
μασλί), 270
- Tóurko Vouíni (Τούρκο
Βούνι), 701
- Tourlída (Τουρλίδα), 309
- Tourníki (Τουρνίκι), 428
- Tounáli (Τουβάλι) hill,
232
- Touúzla-Kítro (Τουζλα-
Κίτρο) station, 667
- Towns, 105-107, 122,
172. (See also under
specific names)
- Tracháni (Τραχάνι), 268,
280
- Trachéla (Τραχήλα),
Port, 503
- Trachíli (Τραχήλι), 244
- Tráchones (Τράχωνες),
205
- Tracks : general re-
marks, 184-185, 196
- Trade, 102, 136, 156-
162, 170, 202, 230,
264, 279, 303, 357,
360, 370, 376, 380,
443, 492, 505, 507,
509, 513, 515, 520,
536, 564, 574, 588,
595, 616, 645, 673.
(See also Commerce)
- Trades unionism, 108
- Traganó (Τραγανό), 571
- Trágos (Τράγος) R., 604,
608
- Tragonouíni (Τραγο-
βούνι), 277
- Trams and tramways,
200, 202, 207, 249,
482, 564, 566, 639,
672, 699
- Transliteration, 196
- Transport : see Oxen,
Mules, Pack-trans-
port and Carts
- Trapeza (Τράπεζα), 712
- Trapezóna (Τραπεζώνα),
Mt., 411
- Treaty of 1864, 65 ; of
Adrianople (1829), 59 ;
of Berlin (1878), 65,
69, 70 ; of Bucharest
(1913), 71 ; of Lon-
don (1827), 58, 59,
61 ; of London
(1832), 59, 61 ; of
London (1913), 69, 71 ;
of Succession (1863),
61, 63 ; of Vienna
(1815), 64

- Preklístira (Πρεκλίστρα) 600
 Tremoulá (Τρεμουλά) hill, 601
 Iretó (Τρητό), Pass of, 402
 Iriáda (Ιριάδα), 247, 248
 Irichonís (Τριχωνίς): see Agrínion, Lake
 Irikerá (Τρίκερα), 283, 289
 Irikerá, Channel of, 283
 Irikéri (Τρικέρι), Mt., 389, 390, 391, 709
 Irikkala (Τρίκκαλα: town: Route 31), 14, 123, 154, 169, 172, 304-305; communications, 186, 187, 287, 304, 305, 307, 340, 375, 376, 379, 380, 382, 384, 385, 386, 387, 388, 672, 674, 675, 680, 681, 686, 687, 695
 Irikkala (Route 95), 431, 631, 632
 Irikkala, Plain of: see Thessalian plains
 Irikkala, Province of: see under Thessaly
 Irikkalinós (Τρικαλινός) R., 304, 382, 388, 695
 Irikkalítikos (Τρικαλίτικος) R., 30, 613, 631, 632
 Iriklia (Τρίκλια), 718
 Irikorpho (Τρίκορφο), 386
 Irikoúpes, Charílaos, 66, 88
 Irínesa (Ιρίνησα), 453, 454
 Iríngia (Ιρίγκια), Mt., 15
 Iriphylliánika (Τριφυλλιάνικα), 460
 Irípolis (Τρίπολις): see Tripolitsá
 Irípolitsá (Τριπολιτσά), 57, 107, 123, 154, 166, 172, 424-425; communications, 191, 192, 399, 420, 421, 424, 425, 426, 428, 429, 431, 432, 433, 440, 441, 442, 445, 446, 452, 454, 459, 461, 470, 471, 472, 482, 487, 488, 490, 494, 495, 518, 524, 555, 556, 557, 609, 612, 625, 626, 634, 704, 719, 720, 723, 728
 Tripótama (Τριπόταμα), 576, 577, 578, 579, 581, 586, 588, 593, 598, 599, 610, 611
 Tripótama, Cháni of, 577, 578
 Tritsovo (Τρίτσοβο), Mt., 350
 Trivídi (Τριβίδι), 337, 338
 Trizónia (Τριζώνια) island and village, 334
 Troezen (Τροιζήν), 414
 Troupes (Τρούπες), Cháni of, 549
 Trýpi (Τρύπι), 466, 467, 496, 497
 Trýpi spring, 466
 Trypiá (Τρυπιά), 628, 712
 Trypiótiko (Τρυπιώτικο) R., 497, 498
 Tságezi (Τσάγεζι), 288, 289, 292
 Tsákonēs, 74, 439
 Tsakonika (Τσακωνίκα), Cháni of, 353
 Tsamási (Τσαμάσι), 273, 274
 Tsanarlés (Τσαναρλής) R., 18, 265, 268, 270, 271, 272, 280, 281, 297, 298, 299, 300, 301, 302, 304, 305, 306, 307, 374, 663, 674, 682, 689
 Tsanarlés R., Bridge over, 683-684
 Tsangaráda (Τσαγγαράδα), 284
 Tsanglí (Τσαγγλί), 299
 Tsaoúsi (Τσαούσι), 486, 524, 525
 Tsaphérage (Τσαφέραγα), 418
 Tsaphérage, Mt., 418
 Tsapourniá (Τσαπουρνιά), 252
 Tsási (Τσάσι), 453
 Tsatmá (Τσατμά), 267
 Tsekouri (Τσεκούρι), Mt., 350
 Tsemberoula (Τσεμπερούλα) R., 549
 Tsepherémini (Τσεφερέμινι), 486, 493, 722
 Tserigo (Τσερίγγο): see Kythera island
 Tsernikélo (Τσερνικέλο), Mt., 398
 Tsernítsa (Τσερνίτσα), 496
 Tsiachmáti (Τσιαχμάτι), 272, 302
 Tsikerlí (Τσικερλί), 268, 297
 Tsimberou (Τσιμπερού), 723
 Tsimberou, Mt., 472, 473, 474
 Tsímova (Τσίμοβα): see Areoúpolis
 Tsítsina (Τσίντσινα), 458
 Tsióti (Τσιότι), 305, 307, 383
 Tsiouka (Τσιούκα), 542
 Tsiplaná (Τσιπιανά: Route 60 C), 423, 427, 428, 429, 433, 435
 Tsiplaná (Route 90), 591, 592
 Tsiiragiótika (Τσιιραγιώτικα) Mts., 295, 298
 Tsitéla (Τσιτέλα), 447
 Tsitsiphies (Τσιτσιφίες) station, 699
 Tsitsóri (Τσιτσώρι), 506
 Tsíva (Τσίβα), 470
 Tsógia (Τσόγια), 575
 Tsóka (Τσόκα), Mt., 459, 469
 Tsopanlâtes (Τσοπανλάτες), 269, 659
 Tsormaklí (Τσορμακλί), 270, 375
 Tsorotá (Τσωροτά), 603
 Tsórono (Τσόροβο), 434
 Tsouka (Τσούκα), 362

Tsoukalá (Τσουκαλά), 584
 Tsoukaládes (Τσουκαλάδες), 263
 Tsoukaléika (Τσουκαλέϊκα), 714
 Tsoukaliá (Τσουκαλιά), 505, 566
 Tsoulária (Τσουλάρια), 287, 686
 Tsoumérka (Τσουμέρκα), Mt., 13, 14, 136, 378
 Tsoungánia (Τσουγγάνια), Mt., 417
 Tsouphlár (Τσουφλάρ), 272
 Tsournáta (Τσουρνάτα), Mt., 15, 364, 385
 Turkey, 144, 160, 162, 172, 176, 239, 331, 407
 Turkish rule in Greece, 53, 56, 58, 59, 64, 67, 69, 70, 76, 81-82, 86, 102, 103, 109, 129, 135, 152, 373, 474, 476, 492, 509, 554, 561, 638, 665
 Turko-Italian War, 1911, 70
 Turks, 53, 57, 75, 81-82, 85, 87, 102, 169, 171, 264, 265, 267, 403
 'Twenty-four Villages', 283
 Tymphrestus (Τυμφρηστός): see Velouchi, Mt.
 Týrnavo (Τύρναβο), 384, 388
 Tyrós (Τυρός), 443
 Tzáizi (Τζάϊζι), 517
 Tzakonians: see Tsákonēs
 Tzáines (Τζάνες) R., 507, 511
 Tzorvatzi (Τζορβατζι), 534
 Tzougriá (Τζουγκριά), 329

U

United States of America, 143, 150, 155, 160, 171, 172, 176, 642; emigration to, 554, 559

University: see under Athens
 Üsküb, 666

V

Váchlia (Βάχλια), 560
 Vachou (Βαχού), 477
 Vágia (Βάγια), 220, 224, 235, 650
 Valarió (Βαλαριό), 414
 Valimé (Βαλιμή), 628
 Valmáda (Βαλμάδα), 369
 Valonia oak, 157, 323, 324, 462, 483, 502, 564
 Váhta (Βάλτα), 521
 Valtesiníko (Βαλτεσινίκο), 557, 604, 612
 Valtesiníko stream, 603
 Valtétsi (Βαλτέτσι), 490, 723
 Váltsa (Βάλτσα), 633, 634
 Vambáka (Βαμπάκα), 504
 Vamvakou (Βαμβακού), 440, 458
 Vánari (Βάναρι), 388
 Varásova (Βαράσοβα), Mt., 317, 318, 670
 Vardar R., 17, 173, 667
 Vardoúsi (Βαρδοούσι), Mt., 16, 19, 188, 335, 336, 337, 338, 347, 351
 Vári (Βάρι), 204, 205
 Vária Révma (Βάρια Ρεύμα), 319, 320, 341
 Varikó (Βαρικό) marsh, 650
 Várnakas (Βάρνακας), 328
 Varnákova (Βαρνάκοβα) monastery, 336
 Varnáva (Βαρνάβα), 209
 Vartholomió (Βαρθολομίου), 573, 574
 Vartholomió plain, 574, 716
 Varvára (Βαρβάρα), Mt., 33
 Varvásena (Βαρβάσενα), 540, 583
 Váryani (Βάρβανι), 260
 Varybópi (Βαρμπόπι): Route 12), 242

Varybópi (Routes 28 and 48), 273, 361, 371
 Varybópi (Route 50), 380
 Varybópi (Route 81 A), 524
 Varytáda (Βαρντάδα), 314, 367
 Vasará (Βασαρά), 468
 Vasili (Βασιλί), 272, 305
 Vasilikó (Βασιλικό: Route 11), 240
 Vasilikó (Route 15), 252
 Vasilikó (Route 95), 638
 Vasilikó (Route XXI), 725
 Vasilikó R. (Route 47 A), 353
 Vasilikó R. (Route 95), 713
 Vasilítsi (Βασιλίτσι), 509
 Vasilopótamo (Βασιλοπόταμο) R., 453
 Vasilópoulo (Βασιλόπουλο), 326, 328
 Vássos, Colonel, 67, 68
 Váthia (Βάθια: Route 11), 240, 244
 Váthia (Route 75), 505
 Vathrovouni (Βαθροβούνι) hill, 239
 Vathý (Βαθύ: Route 10 A), 210, 211, 237, 238, 668
 Vathý (Route 71), 481
 Vathý, Port (Route 71): see Ageranós
 Vathý Révma (Βαθύ Ρεύμα), 659
 Vátika (Βάτικα) bay, 27, 455
 Vátika district, 28, 455, 456
 Vatónas (Βατώντας), 248
 Vatsouniá (Βατσουνιά), 380
 Vegetables, 90, 139, 145, 146, 219, 241, 380, 403, 404, 425, 455, 459, 466, 513, 645. (See also Beans, Peas, and Lentils)
 Velaóra (Βελαώρα), 364

- Velatoúri (Βελατουρί), Mt., 702
 Velemáchi (Βελημάχι), 579, 580
 Velemísti (Βελεμίσι), 382
 Velési (Βελέσι), 382, 388
 Velestíno (Βελεστίνo), 77, 275, 278, 285, 286, 287, 295, 299, 300, 301, 672, 674, 677, 678, 679, 680, 681, 686
 Veleztikó (Βελετζικό), 377
 Veli (Βελί), 512
 Veli Babá (Βελί Μπαμπά), 248
 Vélia (Βέλια), Mt., 601, 605
 Velies (Βελιές) valley, 456
 Velíka (Βελίκα) stream, 507, 511
 Velissiótes (Βελισσιώτες), 272, 661, 662
 Velítsa (Βελίτσα), 227, 228
 Velítsa-Tithoréa station, 653
 Vellá (Βελλά), 629
 Vellopoula (Βελλοπούλα) island, 420
 Vélou (Βέλλου), 635, 713, 714
 Veloúchi (Βελούχι) Mts., 11, 15, 344, 354, 356, 360, 362, 363, 370
 Velouéhono (Βελούχοβο), Kástro of, 336
 Velousia (Βελούσια), 240
 Velvina (Βελβίνα), 619
 Vendetta, 104
 Venetians, 53, 64, 69, 82, 83, 239, 245, 329, 330, 403, 408, 460, 515, 516, 711
 Véneto (Βένετο), 294
 Venichóra (Βενιχώρα), 258
 Venizélos, Elefthérios, 68, 69, 70, 94, 95, 118, 120
 Vérga (Βέργα) R., 570
 Vergounítsa (Βεργουνίτσα), 629
 Verínou (Βερίνου), 616
 Vernardéika (Βερναρδέικα), 711
 Vérria (Βέρροια), 640
 Versítsi (Βερσίτσι), 579
 Versová (Βερσοβά), 424, 720
 Vervaina (Βέρβαινα), 442, 469
 Verviné (Βερβινή), 593
 Verviné R., 585, 586, 588, 589, 590, 591, 592
 Vervítsa (Βερβίτσα : Route 83), 533
 Vervítsa (Route 87), 559, 560, 581, 612
 Vervítsa R., 530
 Véseza (Βέσεζα), Mt., 634
 Vesini (Βεσίνι), 579
 Vidisova (Βιδίσοβα), 524
 Viéna (Βιένα), Mt., 321, 353
 Vígla (Βίγλα), Hill of (Route 24 A), 277
 Vígla, Mt. (Route 42), 333, 336
 Vília (Βίλια : Route 7), 215, 223, 390, 391
 Villages, 99, 101-104, 122, 130, 183, 286, 379, 479. (See also under specific names)
 Vília (Βίλλια : Route 6), 216
 Villiári (Βιλλιári), Cháni of, 222
 Vines and vineyards, 97-98, 135, 136, 137, 138, 139, 140, 141, 142, 145, 153, 187, and under specific routes or provinces. (See also Grapes, Currants, and Raisins)
 Víniani (Βίνιανι), 363
 Víniani, Bridge of, 359, 363, 365
 Vinóuka (Βινούκα), Mt., 32
 Vistrítsa (Βιστρίτσα), 251
 Vistrítsa R., 17, 173, 667
 Vísvari (Βίσβαδι), 334
 Vitrinítsa (Βιτρνίτσα), 334, 335, 336, 337, 345, 346, 362
 Vlachióti (Βλαχιώτη), 453
 Vlácho (Βλάχο), Mt., 351
 Vlachokerásia (Βλαχοκεράσια), 469
 Vlachomándra (Βλαχομάντρα) bridge, 320
 Vlachorráphte (Βλαχορράφτη), 545
 Vlachs, 77-81, 92, 376
 Vlaka (Βλάκα), 526
 Vlasía (Βλασιά), 576, 577, 599
 Vlasía R., 596, 598, 599, 600, 618
 Vlási (Βλάσι), 386
 Vlochos (Βλοχός), 307
 Vlochós, Mt., 322, 352, 357
 Vlóngos (Βλόγγος), 543
 Vlovoká (Βλοβοκά), 629
 Vlovokitikos (Βλοβοκίτικος) R., 629
 Vlýka (Βλύκα), 315
 Vócha (Βόχα), District of, 405, 430, 625, 633, 713
 Vochóri (Βοχώρι), 318, 671
 Vodonítsa (Βοδονίτσα) : see Mendenítsa
 Voidiás (Βοϊδιάς), Mt., 24, 30, 566, 567, 594, 595, 614, 710, 714
 Voídokoiliá (Βοϊδοκοιλιά) bay, 518
 Voítsa (Βοϊτσά), 343, 350
 Voínóda (Βοϊβόδα), 695
 Volántsa (Βωλάντσα), 535, 724
 Vólo (Βόλο), 88, 107, 122, 123, 129, 154, 161, 162, 163, 167, 172, 279
 climate, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51

Vólo (*continued*):

- communications,
187, 269, 273, 276,
278, 279, 281, 282,
283, 284, 285, 287,
294, 299, 300, 301,
374, 387, 672, 678,
679, 680, 681, 682,
685, 687, 697
- Vólo, Gulf of, 60, 277,
281, 283, 672
- Vólo-Lárisa Railway,
285, 295, 637, 685-
687
- Vólo-Meliés Railway,
283, 638, 696-697
- Vólo-Trikkala-Kalabá-
ka Railway, 267, 299,
300, 637, 640, 663,
679, 683, 687-696
- Vomvokou (Βομβοκού),
341
- Vónitsa (Βόνιτσα), 309,
310, 317, 325, 326,
328, 329-330, 331,
333
- Vonórta (Βονῶρτα), 342
- Vordónia (Βορδώνια), 471
- Vostídi (Βοστίδι), 383
- Vostinítsa (Βοστινίτσα),
337, 347
- Vostítsa (Βοστίτσα): *see*
Aigion
- Vostítsa R., 31, 599, 618,
627, 712
- Voula (Βούλα) marsh,
382, 388
- Voulpi (Βούλπι), 364
- Voumisto (Βούμιστο),
Mt., 326, 328
- Vounagro (Βούναγρο),
575
- Vounária (Βουνάρια), 508
- Voundéni (Βουντένι), 614
- Voundoukla (Βουνδο-
κλα) plateau, 31, 590
- Voundoukla hills, 141,
590
- Vouíni, Megálo (Μεγάλο
Βοῦνι), Mt., 398, 407
- Vounó, Megálo (Μεγάλο
Βουνό), Mt., 668
- Vounóka (Βουνῶκα), Mt.,
549

- Vourgareli (Βουργαρέλι),
377
- Vouriéni (Βουριένι) R.,
189, 210, 211, 212,
215, 224, 648
- Vouriéni R., Basin of,
20, 211, 224, 235
- Vourkano (Βουρκάνο),
493, 494
- Vourkano, Mt., 493
- Vourkariá (Βουρκαριά),
Lake, 330, 332
- Vourko (Βούρκο) bay, 327
- Vourliá (Βουρλιά): Route
68), 438, 468
- Vourliá bay (Route 59),
417
- Vourliá, Chánia of
(Route 68), 438, 467,
468
- Vourvoura (Βούρβουρα),
437
- Voutás (Βουτάς), 251,
728
- Voutiánoi (Βουτιάνοι),
438, 468
- Voutouko (Βούτουκο), 472
- Vouzi (Βούζι: Route 12),
242
- Vouzi (Route 22 A), 266,
267, 297
- Vóvos (Βάβος) R., 716
- Vrácha (Βράχα), 371
- Vrachátaga (Βραχάταγα),
485
- Vracháti (Βραχάτι), 635,
714
- Vrachneíka (Βραχνείκα),
566, 714
- Vrachní (Βραχνί), 620
- Vrachóri (Βραχώρι): *see*
Agrinion
- Vráchos (Βράχος), 277
- Vraná (Βρανά), 208
- Vrangianá (Βραγγιανά),
373
- Vrangianítes (Βραγγια-
νίτης) R., 373
- Vraóna (Βραῶνα), 207
- Vrastamítes (Βρασταμί-
τες), 225
- Vrátsi (Βράτσι), 237
- Vrésthena (Βρέσθena),
440, 468

- Vretémbouga (Βρετέμ-
πουγα), 544
- Vrícho (Βρίχο) torrent,
697
- Vromolímnē (Βρωμο-
λίμνη), 414
- Vromoséla (Βρωμοσέλα),
546
- Vromoúsa (Βρωμούσα),
245
- Vromónvrysi (Βρωμό-
βρυσι: Route 72 A),
485
- Vromónvrysi (Route 73),
492
- Vrontamá (Βρονταμά),
446, 457
- Vróstheia (Βρόσθηα),
605
- Vrostiáni (Βροστιάνι),
342
- Vrovianá (Βροβιανά),
Bridge of, 364, 368
- Vrýna (Βρύνα), 549
- Vrýnena (Βρύνενα), 282
- Vrýsi (Βρύσι), 244
- Vrýsi, Megále (Μεγάλη
Βρύσι), 669
- Vrysiá (Βρυσιά), 266, 272
- Vrysiá R., 266
- Vrýsis Píkodáphne
(Βρύσις Πικροδάφνη),
416
- Vydiáki (Βυδιάκι), 580
- Výra (Βύρα), 240
- Vysoka (Βυσοκά), 601
- Vytína (Βυτίνα), 490,
553, 556, 608
- Vytína R., 556, 557, 595,
604, 608
- Výtoulo (Βύτουλο): *see*
Oítylos
- Vyzítsa (Βυζίτσα: Route
25), 284
- Vyzítsi (Βυζίτσι: Route
87), 559

W

- Waddington, William
Henry, 65
- Wages, 119. (*See also*
Labour)

War of Independence,
55, 56-60, 61, 82, 84,
128, 130, 259, 308,
309, 337, 345, 352;
356, 357, 398-399, 419,
424, 441, 448, 488,
506, 509, 513, 523,
545, 546, 561, 602,
620, 626-627

Waste lands, 145

Water-supply of towns,
200, 202, 210, 216,
217, 219, 224, 245,
255, 256, 266, 279,
312, 324, 330, 341,
391, 396, 412, 420,
425, 430, 435-436, 443,
451, 462, 466, 475,
477, 508, 537, 538,
564, 565, 617, 643,
679

Weights and measures,
176-178

Wheat, 90, 98, 136, 137,
138, 139, 142, 144,
146, 425, 456, 462,
502, 553

William of Denmark :
see George, King of
Greece

Winds, 35, 36, 37-38,
103, 215, 455, 460,
466

Wine, 91, 92, 135, 142,
153, 154, 157, 241,
243, 324, 327, 363,
406, 425, 450, 459,
462, 483, 492, 509,
533, 536, 538, 550,
561, 564, 578, 598,
645

Wireless, 174

Women, 75, 79, 82, 83,
84, 87, 90, 92, 93, 98,
106, 108, 127, 135,
144

Wood (timber), 157,
201, 341, 342, 537,
563, 565, 645

Woods : *see* Forests

Wool, 135, 155, 226

X

Xerakiás (Ξηρακιᾶς), 314,
367, 368, 369

Xerávlako (Ξηραύλακο)
R., 691

Xeriás (Ξεριᾶς or Ξηριᾶς :
Route 8), 232, 384

Xeriás R. (Routes 14
and 15), 21, 251, 252

Xeriás R. (Route 24 A),
278, 282

Xeriás R. (Route 35),
321

Xeriás R. (Route 53),
25, 403, 404, 408, 421,
426, 428, 719

Xeriás R. (Route 77),
512

Xeriás R. (Thessaly), 17,
685

Xerillos (Ξερίλλος) R.,
487, 489, 527, 528,
547, 722

Xerochóri (Ξηροχωρί :
Route 14), 21, 251

Xerochóri (Route 83),
534

Xerókampo (Ξηρόκαμπο :
Route 68), 29, 464, 501

Xerókampo, Plateau of
(Route 62), 437

Xerókampo, Plateau of
(Route 94), 621

Xerómeros (Ξηρόμερος),
325

Xeronomé (Ξηρονομή),
235

Xerón Óros (Ξηρόν Όρος),
21

Xeropótamos (Ξηροπό-
ταμος) R., 316

Xerovouíni (Ξεροβοῦνι) :
Route 8) Mt., 232

Xerovouíni, Mt. (Route
12 C), 22, 246

Xerovouíni, Mt. (Route
22 A), 18, 266

Xerovouíni, Mt. (Route
23), 274

Xerovouíni, Mt. (Route
42), 334

Xerovouíni, Mt. (Route
60 B), 427

Xylogaidára (Ξυλογαῖ-
δάρα), 334

Xylócastro (Ξυλόκα-
στρο), 625, 626, 627,
631, 632, 713

Xylokériza (Ξυλοκέριζα),
399, 410

Xyniás (Ξυνιάς) : *see*
Daoukli, Lake

Y

Yanina (Γιάννενα or
Ίωάννινα), 80, 131, 144,
167, 170, 172, 186,
187, 218, 305, 308,
316, 317, 340, 375,
377, 382, 640, 670 ;
climate, 37, 41, 42-43,
48-49

Young Turks, 70

Z

Zácha (Ζάχα), 542, 549,
550

Zacháro (Ζαχάρω), 534,
724

Zachlorou (Ζαχλορού),
620, 718

Zachouli (Ζαχούλι), 622,
626, 630

Zachouliótika (Ζαχουλιώ-
τικα) : *see* Psathó-
pyrgos

Zachoulítiko (Ζαχουλί-
τικο) R., 630

Zagorá (Ζαγορά : Route
9), 235

Zagorá (Route 25), 150,
283, 293, 294

Zagorá, Mt. : *see* Helicon,
Mt.

Zaíme (Ζαίμη : Route
23), 275

Zaíme (Route 69), 474

Zaïmes, Alexander, 69,
88

Zante (Ζάκυνθος) island,
123, 129, 142, 154,
155, 162, 166, 167,
169, 172, 192, 572,
716. (*See also* Volume
II)

- Zante island (*continued*):
 climate, 41, 42, 43,
 44, 45, 46, 47, 48,
 49, 50, 51
 inhabitants, 83,
 129
- Zapándi (Ζαπάντι), 312,
 313
- Zará (Ζαρά), Mt., 403
- Záraka (Ζάρακα): *see*
 Stymphalus, Lake
- Zarákova (Ζαράκοβα),
 555
- Zaraphóna (Ζαραφώνα),
 446, 458
- Zarax: *see* Hiéraka
- Zárka (Ζάρκα), 241
- Zárkos (Ζάρκος), 383, 388
- Zarnáta (Ζαρνάτα), 500
- Zarouchla (Ζαρούχλα),
 621, 622
- Zarouchla R., 621, 622,
 628
- Zatoúna (Ζατούνα), 543,
 561
- Zavérda (Ζαβέρδα), 326,
 328, 329, 330, 333
- Zavítsa (Ζαβίτσα) Mts.,
 434, 435, 719
- Závrocho (Ζαύροχο) Mts.,
 17
- Zea (Ζέα or Τζιά) is-
 land: *see* Kéos
- Zeitun gulf: *see* Maliac
 gulf
- Zeléchova (Ζελέχοβα),
 550
- Zeléchova R., 550
- Zelenítsa (Ζελενίτσα),
 364
- Zéli (Ζέλι), 361
- Zemenó (Ζεμενό: Route
 95), 632
- Zemenó, Cháni of (Route
 21), 262
- Zerbisia (Ζερμπίσια), 525
- Zerétsi (Ζερέτσι), 386
- Zervás (Ζερβâs) R., 357
- Zevgolatió (Ζευγολατιό:
 Route 60 A), 424
- Zevgolatió (Route 73
 494, 704, 722, 725
- Zevgolatió (Route 91
 mile 8½), 627
- Zevgolatió (Route 91
 mile 48½), 635
- Zinc, 149, 150, 152, 153
- Zíria (Ζίρια), 615
- Zíria, Mt., 24, 30, 140,
 401, 431, 553, 618,
 623, 626, 631, 632,
 713
- Zizáni (Ζιζάνι), 514
- Zoglópi (Ζογλόπι), 372
- Zostéra, (Ζωστήρα), Cape,
 20
- Zoùgra (Ζούγρα), 631
- Zounáti (Ζουνάτι), 546
- Zoùpaina (Ζούπαινα), 457
- Zourtsa (Ζούρτσα), 533
- Zygós (Ζυγός) Mts.: *see*
 Stákliá Mts.
- Zygós pass, 14, 375
- Zygonísti (Ζυγοβίστι),
 561

